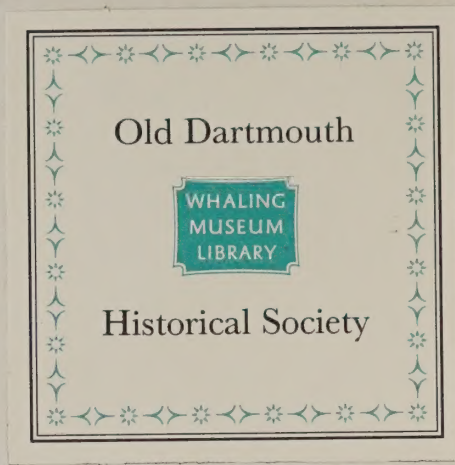






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# Bark Hope On on a Whaling Voyage<sup>1</sup>

Wednesday Oct. 19<sup>th</sup> 1881

In the morning light breezes from the W. which soon hauled to the N and began to freshen Ship in the Stream below Blacks Point with all foremast hands. Cook and Steward and one boatsteerer on board in charge of a ship keeper At 9<sup>h</sup> Capt. first and second mates one boatsteerer and looper and Pilot left the wharf in N.B. in a Dey for the ship for the purpose of getting underweigh arriving on board took our anchor made sail and stood down the Bay & with fresh breezes from N.W. At 11 A.M. the Pilot left us when about three miles below Round Hill Light then shaped our course for sea with twenty men on board all told The third mate W. Madden who refused to go on board was left behind. At sunset clear weather with moderate breezes from N. No. mans Land bearing E. Dist 10 miles So we leave for a Whaling voyage in the Atlantic and Pacific Oceans

Thursday Oct. 20<sup>th</sup>

All day strong breezes from the N.E. & E and wet rainy weather Ship by the wind to the S. & E. with all prudent sail out

Most of our men being green are sea sick but not so bad as to be off duty excepting the Cook he being unable to perform the duties of his office in the galley. Being rough weather can do but little in fitting the boats for whaling

Friday Oct. 21<sup>st</sup>

All day stormy weather can do but little fitting boats - Cook sick off duty all the other are about. Guid by the rough sea we are in the Gulf Stream. Hatches all battressed down to keep the water from going below, considerable blowing in on the decks

Lat at Merid 38 43 N.



Bk. Hope On, G. B. Borden Master Bound on

Saturday Oct. 22<sup>d</sup> 1881

In the morning fine weather and a fresh breeze from the N.E. Ship steering S.E. by S. under two reefed topsails & courses jib & spanker. In the noon too rough to do much on the boats, in the P.M. however all hands employed in getting boats ready. Took off hatches for the first time since leaving home - Cook still sick and off duty. Saw two sail steering to the E.

Lat 37 12 N Long 66 02 W

Sunday Oct. 23<sup>d</sup> 1881

Fine weather all day and moderate breezes, from N. in the morn to S.W. at night - all sail on the ship and steering E.S.E. - One sail on ship to the seaward steering to the E. All hands enjoying the sabbath.

Lat. 36 44 N Long. 63 38 W

Monday Oct. 24<sup>th</sup> 1881

Strong S. & S.W. winds all day - Ship steering to the E.S.E. with all sail out until night when took in light sails furled jib & spanker and put two reefs in the topsails the weather looking squally and Barometer falling - saw two sail today both steering to the E.

Lat. 36 32 N Long. 62 01 W

Tuesday Oct. 25 1881

All day a gale of wind and rain from S.S.W. ship lying too under close reefed maintop sail & fore and main staysails All night blowing heavy.

Wednesday Oct. 26<sup>th</sup> 1881

All the A.M. blowing heavy from S.W. inclining to N.W. but little rain. In the P.M. kept ship off to the E. and set foresail and foretopsails - A heavy swell from S.W. nothing in sight all day found the ship had considerable water in her taking about one half the A.M. to free her - one pump not in working condition.

one week out



# A Whaling Voyage in the Atlantic & Pacific Oceans

Thursday October 27<sup>th</sup> 1881

Moderate breezes from NW and fine weather, ship steering S.E. with all prudent sail out watch employed in fitting boats &c. Nothing in sight  
Lat 37.08 N. Long 55.20 W

Friday Oct. 28<sup>th</sup> 1881

All day moderate breezes from NW & NE ship steering S.E. per compass with all sail out. One sail in sight steering S.E. by S. with all sail set. Watch employed in fitting boats &c. At night small rain looking much like a storm  
Lat 36.31

Saturday Oct. 29<sup>th</sup>

All day a gale of wind and rain from NE, ship steering S.E. until 10 A.M. when hove to heading E & SE under close reefed maintopsail and foretopmast staysail  
C.B. Obs.

Sunday, Oct. 30<sup>th</sup> 1881

All day a gale from NE and a heavy swell from different directions. At 1 A.M. kept ship off S.E. by S. under close reefed maintopsail. In the P.M. clear but strong gales. Saw a large steamer steering to the W. at 4 set foresail  
Lat 34.15 N Long. 49 38 W

Monday Oct 31<sup>st</sup> 1881

Comes in with a gale from the E and squally weather ship by the wind to the S & E with all prudent sail set. The wind hawling gradually to the S.E. In the P.M. the wind from the S.E. Nothing in sight all day.  
Lat 32.15 N Long 48.10 W

Tuesday Nov. 1<sup>st</sup> 1881

All day moderate breezes from the E & E by S. Ship by the wind to the S.S.E. under whole topsail. Watch employed in various duties about ship. Breaking out small stores. fitting boats &c. the wind in the P.M. canting to the S. One man E. Anderson only seems sick and off duty with fever and ague  
Lat 31.00 N Long. 47 34 W



# Bark Hope On G. B. Borden Master

## Wednesday Nov. 2 1881

All day light winds from N. & E. and cloudy weather Ship by the wind to the S. & E. with all sail out for the Isle of Brava Cape Verde for look & third mate In the A.M. saw a finback - Watch employed about ship as usual. The man Anderson with the fever and ague is about the same.

Lat 29 24 N. Long 47 14 W.

## Thursday Nov. 3<sup>rd</sup> 1881

Comes in with light breezes from E. N. E. and fine weather Ship by the wind to the S. & E. with all sail out - Nothing in sight all day - Watch employed about ship in felling boats, setting gear &c

Lat. 28 21 N. Long. 45 10 W.

## Friday Nov. 4<sup>th</sup> 1881

Comes in with strong breezes from E. and squally weather Ship by the wind on different tacks working to the S. & E. - Nothing in sight all day.

Lat 27 00 Long 43 15 W.

## Saturday Nov. 5<sup>th</sup> 1881

Comes in with fresh breezes from the E. & squally weather Ship by the wind to the S. S. E. with whole topsails jib and spanker as also courses. Nothing in sight all day - at 6 P.M. wore ship to N. E. put one reef in the topsails and took in spanker found a string set to the S.W.

Lat. 25 06 N. Long. 42 20 W.

## Sunday Nov. 6<sup>th</sup> 1881

Comes in with fresh N. E. trades Ship in the morn to the N. with one reef in the topsails having worn that way last night about 6 P.M. and standing that way all night At 4 A.M. wore on Port tack and remained all day in the A.M. saw porpoises and two finbacks. Nothing more in sight all day. Moderate breezes and pleasant weather.

Lat. 23 01 N. Long 41 30 W.



# Bound on a Whaling Voyage in the year 1851

Monday Oct 7<sup>th</sup> 1851

All day light breeze from the East, frequent squalls by the wind to the S. E. with sail set. Sail out in sight all day. Light employed in but, about ship.

Lat 20° 41' Long 40° 20' W

Tuesday Oct 8<sup>th</sup> 1851

Came in with light baffling winds from various points and squalls weather. These squalls set back by the wind on various last morning S. E. for the whole day. Nothing in sight all day.

Lat 21° 51' Long 38° 20' W

Wednesday Oct 9<sup>th</sup> 1851

Came in with light baffling winds from S. E. and gusty weather with much rain. Sail set in sight during the A.M. and S. E. wind light baffling. In the P.M. sail set to the S. E. with all fresh sail set.

Lat 22° 06' Long 35° 04' W

Thursday Oct 10<sup>th</sup> 1851

Came in with fresh breeze from the N. and heavy squalls of rain. Ship standing S. E. for compass with all "fresh" sail set. At 2 P.M. find a very heavy squall of wind and rain from the N. E. kept ship before the wind and recd. but little damage. In the P.M. saw a sail steering N. E. At sunset thick and rainy. Hummer falling.

C. R. O. S.

Friday Oct 11<sup>th</sup> 1851

Came in with fresh breeze from N. E. and squalls weather. Ship standing S. E. for compass with all "fresh" sail set. Nothing in sight all day. In the P.M. the wind backing to the S. E. at sunset well to the E. and somewhat rain squalls. In the P.M. the wind to the S. E. Lat 22° 06' Long 35° 04' W

Saturday Oct 12<sup>th</sup> 1851

Came in with moderate S. E. trade and squalls weather. Ship to the wind to the S. E. with all sail set. Saw two sails steering to the N. E. and W. Lat 20° 34' Long 33° 20' W



# Track Sheet No 1 on the North Atlantic

Sunday Nov. 13<sup>th</sup> 1881

Came in with fresh C. E. trades from the E. ship by the wind to the S. E. with all sails out. Nothing in sight in the P. M. damp, and hazy weather.

Lat. 19.07 N. Long 31.20 W.

Monday Nov. 14<sup>th</sup> 1881

Came in with strong C. E. trades from the E. and thick hazy weather. Ship by the wind to the S. S. E. under whole topsails working up for kava. Nothing in sight all day. In the P. M. put a reef in the topsails. In the evening saw a sail steering to the S. Lat. 17.53 N. Long. 30.10 W.

Tuesday Nov. 15<sup>th</sup> 1881

Came in with strong trades from C. E. and hazy weather. Ship by the wind to the S. E. under single reefed topsails and courses. Took in jellies and spunk in the night. Nothing in sight all day.

Lat. 16.14 N. Long 28.38 W.

Wednesday Nov. 16<sup>th</sup> 1881

Came in with fresh trades from C. E. and thick hazy weather. Ship by the wind to the S. E. by compass. One and half pounds West's variation. Nothing in sight all day. In the P. M. wind backing in to the E. Among tide rips all day - saw some birds, shipjack and woodpeckers were rather numerous and looking good for whales. At 3 P. M. saw a bear by the E. by S. by S. West 130 miles.

Lat. 15.21 N. Long 27.45 W.

Thursday Nov. 17<sup>th</sup> 1881

Came in with moderate trades from C. E. and thick hazy weather. Ship by the wind to the S. E. with all sails out. At 11 A. M. saw a steam or wood boat. Nothing more in sight all day. At 3 1/2 P. M. saw a bear by the E. by S. by S. West 130 miles.

Lat. 14.08 N. Long. 26.10 W.



# Bark Hope On in the North Atlantic

Friday Nov. 18<sup>th</sup> 1881

Came in with light air from the E and thick hazy weather. Ship by the wind on different tacks working up for dinner. At 3 1/2 in P.M. that Island bearing at 100 E. 1/2 S. Dist 12 miles. In the P.M. had a heavy squall by the wind to the E. with rain and hail. One sail in sight, standing to the S. 1/2 E.  
Lat. 14.18 N. Long. 24.53 W.

Saturday Nov. 19<sup>th</sup> 1881

Came in with fresh breezes from the E. N. E. and E. weather. Ship by the wind to the S. E. with rain and hail. At 1 P.M. took ship to the N. All the day fresh breezes. At 3 P.M. saw the Is. of St. John. On point on weather bar bearing at 100 E. Dist 25 miles. At 4 light air and baffling. At sunset light air from the E. E. Ship heading at 100 and bearing at 100 E. for the purpose, still in sight.  
Lat. at Merid 14.18 N. Long 24.53 W.

Sunday Nov. 20<sup>th</sup> 1881

Came in with light winds from various points of the compass with clouds. Several all plain in sight about three or four miles distant bearing E. At 8 A.M. went in with a boat but did not land this being a heavy sea and not being able to go forward. Saw one sail on horizon with ship off and on at the landing place on the N. W. of the island. In the P.M. took a strong breeze from the E. too much to attempt a landing. The ship off under easy sail. Saw in the P.M. three transient & transient ship off and on. The ship we saw in the A.M. proved to be the Steamer, Ironclad or Stonington with one boat in tow. At 4 P.M. saw a low island covered by clouds that our boat is about three miles too far E. At night all three vessels being off and on.



# Bark Hope Cr. In the North Atlantic

Monday Nov. 21<sup>st</sup> 1881

Came in with strong breezes from N.E. and thick hazy weather, ship standing in for the island of Brazil from the N.E. with all prudent sail out at 8 A.M. Capt. with Mr. Barnard and a boat crew left the ship for the shore. Got in at the landing on the N.W. side of the island. But found too much sand on the beach to land a boat. Capt. got out on the rocks and boat returned on board. About 10 boat came in to the landing and attempted to land. But got badly stuck, filled with water, and boat & steamer both came in to the boat. All day blowing heavy, Capt. on shore too rough for landing. Left about 10 A.M. from shore. Thowbridge returned to ship after tea having with the carpenter nailed over the door & fast.

Tuesday Nov. 22<sup>nd</sup> 1881

Came in with heavy E. & S. trades and cloudy weather. Ship lying off and on all day. Too rough for landing and did not send a boat in for Capt. but Capt. went on board of Francis & Baistow. Capt. Reed having a boat in. Capt. B. remained all night on board the F. & A. Baistow.

Wednesday Nov. 23<sup>rd</sup> 1881

Came in with heavy E. & S. trades the F. & A. B. & H. C. standing in for the landing at Brazil. Got in about 9 A.M. and found the weather too rough for landing. Both vessels ran off under the lee of the island and Capt. B. returned to his vessel, which remained under the lee all day. The F. & A. B. stood off shore during the day went in shore with a boat and took three men from the rock after making an agreement with them to ship. One as a boatman, and the other two as foremast hands. Their advances to live, to one \$5 the other \$3 all over, food and have agreed to furnish all with clothing sufficient for the voyage at the customary prices. At 6 P.M. kept ship & with strong breezes leaving behind the Bill of Health. Seeing it prudent to wait no longer the weather being too rough to land.



# Bark Hope En Bound South in Nov. 1881

Thursday Nov. 24<sup>th</sup> 1881

Comes in with fresh breeze. W. & E. wind  
thick cloudy weather looking much like rain. Ship  
standing S. for compass with all sail out but  
jib & topsail and spritsail. Watch employed about ship.  
Ship in making new fore and main top rigging.  
Lat. 13° 45' N. Long. 65° 45' W.

Friday Nov. 25<sup>th</sup> 1881

Comes in with moderate trades from E. and  
hazy weather. Ship standing S. for compass with  
all sail out but spritsail and jib & topsail.  
Watch employed about ship. In the P.M.  
a small party of the crew by the wind to the E. & W.  
staying. Others "L. M. B. H." The names  
of the crew stopped at Havana are as follows  
George & Charles, Boat crew, & Antonio Gene  
alves Ordinary seaman, and John Ribeiro.  
Green hands. All have agreed for the voyage  
and to ship before H. J. Barrett at first con  
venient port, and in accordance with the  
custom of Attahmians articles.

Lat. 10° 06' N. Long. 66° 06' W.

Saturday Nov. 26<sup>th</sup> 1881

All day light E. & trades and hazy weather.  
Ship by the wind to the S. with all sail out.  
Nothing in sight all day. In the P.M. wind hauled  
to S. E. and looking much like rain. Watch em  
ployed about ship. Lat. 7° 17' N. Long. 66° 06' W.

Sunday Nov. 27<sup>th</sup> 1881

Comes in with light air and calm with  
squalls of rain with tapping. A number of  
the compass but mostly from E. & W. In the P.M.  
a fleet of birds around the ship. Several  
ships in about fifteen minutes. Got all  
we wanted as we had but little sail. Saw  
a sail ahead apparently working to the E.  
Also saw one school of porpoises.

Lat. 6° 20' N. Long. 66° 44' W.



Part Scope in Sound for the South

Monday Nov. 28<sup>th</sup> 1881

All day moderate breezes from S. E. and cloudy weather. Ship by the wind to the S. W. with all sail out but little rain today although in the rainy latitudes. In the P. M. saw a fair number of albatrosses - more in sight all day. plenty of albatross and shipjack around the ship. Men employed about the ship.  
Lat. 3.55 N. Long. 22 55 W.

Tuesday Nov. 29<sup>th</sup> 1881

Came in with moderate breeze from the S E and clear weather. Ship by the wind to the S. W. with all sail out. Men employed in making out for provisions and doing other work about ship. In the P. M. one sail in sight on the lee bow borend to the S. plenty of albatross and shipjack around the ship.  
Lat. 4.20 N.

Wednesday Nov. 30<sup>th</sup> 1881

All day moderate breezes from S. S E and clear weather. Ship by the wind to the S. W. with all sail out. Men employed in making out for provisions and doing other work about ship. In the P. M. one sail in sight on the lee bow borend to the S. plenty of albatross and shipjack around the ship.  
Lat. 4.50 N. Long. 23 00 W.

Thursday Dec 1<sup>st</sup> 1881

Came in with light breeze from the S. and clear weather. Ship by the wind to the S. W. with all sail out. Nothing in sight all day. Men employed about ship in getting up rigging and doing other work.  
Lat. 5.00 N. Long. 27 12 W.

Friday Dec 2<sup>nd</sup> 1881

Came in with fresh breeze from S E and clear weather. Ship by the wind to the S. W. with all sail out. One sail in sight in the P. M. steering to the S. Men employed about ship in getting up rigging and doing other work.  
Lat. 5.35 S. Long. 29 10 W.



## Atlantic Ocean J. B. Horden Master

Saturday Dec 3<sup>rd</sup> 1881

1111 day clear pleasant weather with strong  
trades from S. E. Ship steering S. 11° E. S.  
with all sails out. In the A.M. saw a spout 1  
windward three times. Hauled aboard main  
sail and hoisted for half an hour. Saw the spout  
again and called it a finback. Nothing more  
in sight all day. Watch employed in stringing  
ginger - Rattling down &c.

Lat 8° 24' S. Long 31° 04' W.

Sunday Dec. 4<sup>th</sup> 1881

Comes in with light N.E. trades and fine  
pleasant weather, ship steering S. 11° E. with all  
sails out. Nothing in sight all day. Watch em-  
ployed in stringing the netting. Lat 8° 15' S. Long 31° 00' W.

Monday Dec 5<sup>th</sup> 1881

Comes in fine weather and light N.E. trades.  
Ship steering S. S. W. with all sails out. At  
8 A.M. saw a whale on the line. Kept ship to  
it and hove to waiting. Ship did not see  
it no more, concluded it was Grampus or jinn  
per. In the A.M. then, sails in sight. Then  
turning to the N. and one to the S. In the  
P.M. sent up main keel yard and main and  
set it at send down.

Lat 8° 31' S. Long 32° 50' W.

Tuesday Dec. 6<sup>th</sup> 1881

Comes in with moderate trades from S. E.  
and fine weather. Ship steering S. S. W. per com-  
pass - One point Westly variation - with all sails  
out. Took that in in the morning  
on measuring the mastheads. Two sails in sight  
through the day. One a Washington, steering to the  
N. E. could not make out the course the other was  
steering - Watch employed in setting up rig-  
ging and doing other work about ship - Cooper  
and Cooper laying on the deck.

Lat 8° 30' S. Long 33° 30' W.



# Tuck Hope in Sound & around

Wednesday Dec. 7<sup>th</sup> 1881

Comes in with light N. E. trades and fine weather ship steering S. S. W. with all sail out. Watch employed, setting, reef rigging & other duty about ship. Nothing in sight all day.  
Lat 14° 20' S. Long. 34° 10' W.

Thursday Dec. 8<sup>th</sup> 1881

Comes in with light breeze from S. E. and fine weather ship steering S. W. by S with all sail out. Watch employed in setting, reef rigging & other duty about ship. Nothing in sight all day. Small showers of rain in evening. Lat 16° 44' S. Long. 35° 00' W.

Friday Dec. 9<sup>th</sup> 1881

Comes in with moderate breezes from S. E. and fine weather ship steering S. W. by S. with all sail out. At 11 P. M. when light breeze S. W. by S. with all sail out. All the 10 A. M. nothing in sight at 3 P. M. saw Blackfish going to windward quick - did not lower. Watch employed in setting, reef and doing other work about ship. Lat 16° 55' S. Long. 35° 54' W.

Saturday Dec. 10<sup>th</sup> 1881

Comes in with moderate breezes from S. E. and fine weather ship steering S. W. by S. with all sail out but mainmast. Two sail in sight. Both steering S. W. At 5 A. M. light breeze S. W. Nothing more in sight all day.  
Lat 20° 38' S. Long. 36° 20' W.

Sunday Dec. 11<sup>th</sup> 1881

Comes in with moderate breezes from S. E. and overcast. Ship steering S. W. - for compass with all sail out. At six A. M. saw Thick cloud. Comes on weather. Steered for it and at about 10 A. M. saw no more. 2 sail in sight steering S. W. Lat 22° 20' S. Long. 38° 35' W.



Cape Horn. J. H. Menden Master

Monday Dec. 12<sup>th</sup> 1881

First part moderate breeze from N.E. and cloudy weather looking much like rain. Ship steering S.W. per compass with no sail out in the night all day. At 4 P.M. commenced raining. Lat. 24.15 N. Obs. for day.

Tuesday Dec. 13<sup>th</sup> 1881

Came in with moderate breezes from N.W. and rainy weather. Ship steering S.W. with all sail out nothing in sight all the E.M. in the P.M. saw seven sail all working to the S.W. on different tacks the wind being hauled to east and then back to the ship to the S.W. the weather being cloudy with light winds.

Lat. 26.12 S. Long. 40.00 W.

Wednesday Dec. 14<sup>th</sup> 1881

Came in with light winds and calm ship steering S.W. with all sail out nothing in sight all steering S.W. - Watch employed about ship. Lat 26 46 N. Long.

Thursday Dec. 15<sup>th</sup> 1881

All day light winds from N.E. and cloudy weather. Ship steering S.W. with all sail out nothing in sight in the night. No Obs.

Friday Dec. 16<sup>th</sup> 1881

Came in with light winds from S.W. steering to the S. and cloudy weather looking much like rain. Ship by the wind to the S. S. E. with all sail out. Several sail in sight all steering to the S.W. At 7 A.M. hauled to the N.W. wind hauled to the S. At 10 A.M. wind freshening. At 11 A.M. Miz-topmast stayed. Mainmast stayed. Foremast stayed. Mainmast stayed. In the P.M. and about midnight six sail in sight. At a new mainmast stayed.

Lat. 29.12 S. Long. 40.00 W.



Ship Hope on Board around Cape

Saturday Dec. 17<sup>th</sup> 1851

Comes in with light breezes from N.E. and clear  
fine weather. Ship standing N.W. with all  
sail set. Several sail in sight all but one stea-  
ring to the S.W. that is the Brazilian. Steer-  
ing by the wind to the N.W. In the P.M. signalled  
the Frigate Albatross from San Francisco. Work-  
ing under in sight all day.  
Lat. 31° 08' N. Long. 144° 11' W.

Sunday Dec. 18<sup>th</sup> 1851

Comes in with moderate breeze from the N.W. and  
fine pleasant weather. Ship standing N.W. with all  
sail set. Several sail in sight all but one stea-  
ring to the S.W. that is the Brazilian. Steer-  
ing by the wind to the N.W. In the P.M. signalled  
the Frigate Albatross from San Francisco. Work-  
ing under in sight all day.  
Lat. 31° 11' N. Long. 144° 11' W.

Monday Dec. 19<sup>th</sup> 1851

Comes in with moderate breeze from  
the N.W. and fine weather. Ship standing  
N.W. with all sail set. Ship Albatross in  
sight under. In the P.M. about 3 the wind  
changed suddenly to S.W. and increasing. Took  
in sail gradually as occasion required. By  
P.M. had close reefed top sails on with jib  
spreader and inner sail reefed. Ship head-  
ing N.W. & N.

Lat. 32° 15' N. Long. 147° 20' W.

Tuesday Dec. 20<sup>th</sup> 1851

Comes in with moderate breezes from S.W.  
and pleasant weather. Ship by the wind to the N.W.  
S.W. and N. several sail in sight.

Lat. 33° 35' S. Long. 149° 34'

Wednesday Dec. 21<sup>st</sup> 1851

All day light winds from the S.W. and  
fine weather. Ship by the wind to the N.W.  
N. several sail in sight steering to the N.W. & S.  
one we call a whale. At 2 P.M. spoke the  
Palm. At 4 P.M. 200 lbs of sperm 14 men out  
cruising. Then at 6 got the wind from the  
N.W. & S. Lat. 33° 34' N.



U.S. Fish Com. Stationer Master in 1881

Thursday, Dec. 22<sup>nd</sup> 1881

Came in with moderate breezes from the N. and clear weather. Ship steering S. W. with all sail out. Several sail in sight one steering to S. W. In the P. M. saw several Hump back and Saddle Backs. Also saw a vessel a man of War. steering to the E. Lat 33° 30' Long 33° 00' W.

Friday Dec. 23<sup>rd</sup> 1881

Came in with moderate breezes from the N. and clear weather. Ship steering S. W. with all sail out. One sailing merchantman in sight steering in towards the river. Water blue. Lat 34° 00' Long 34° 45' W.

Saturday Dec. 24

Came in with moderate breezes from the N. and clear weather. Ship by the wind to the S. W. with all sail out. Nothing in sight in the A. M. in the P. M. saw a sail we took for a whaler ran down for her and made her out to be a merchantman. Tacked to the wind again and kept ship S. S. W. at 4 P. M. kept ship S. by W. Bent a new main topmast set sail & one we made and set it. Water green but no life. saw only one school of porpoises. Lat 38° 31' S. Long 56° 20' W.

Sunday Dec. 25<sup>th</sup> 1881

Came in with moderate breezes from the N. and fine pleasant weather. Ship steering S. W. with all sail out. In the P. M. saw porpoises & caught one. the first of the year. saw also plenty of birds and schools of fish. Strong breeze from the N. Took in light sails at sunset and furled mainsail & jib. Weather looking windy, a heavy cloud arising from the N. with diminished lightning.

Lat. 40° 26' S. Long 39° 45' W.



Bark Hope On a Ketchikan

Monday Dec. 26<sup>th</sup> 1857

Came in with moderate breeze from S.,  
 coming to anchor at 10 am. Pleasant weather. Ship  
 started at 6 P.M. with moderate S.W. breeze  
 in sight of Cape Horn. At 10 A.M. the wind shifted  
 out to the N. and at 1 P.M. shifted back to W.

Lat. 42° 49' S. Long. 58° 15' W.

Thursday Dec. 27<sup>th</sup> 1881

Comes in with moderate breezes from N. W. and in evening shifts to W. by N. with light breeze upon whole ground. One sail, a large ship, in sight steering S. W. Plenty of firebricks also in sight. Skued some of them with ship. Before we could make them out - At sunset took in light sails and hauled up mainsail. Lat 43° 33' S. Long 38° 18'

Wednesday Dec, 28<sup>th</sup> 1881

All day fresh breeze from the W and have weather  
clear & steady. S. by W. with S. wind at 10 knots. Nothing  
in sight in the A.M. In the P.M. saw a sail on Port  
look showing by the wind to the N. but lost sight of it  
in getting underway again. At the night. Clear all day but  
a few birds around. Lat 46 47 S. Long 38 06 W.

Thursday Dec: 29<sup>th</sup> 1881

Came in with strong gales from S.W. and variable weather. Ship lay to the wind to the N. & E. with all but the main sail set. Nothing in sight all day but drove main royal yard sail, attacked & blew up to the topmast and fished the cross-jib and spritsail. In the P.M. being covered with rain.

Loc 1 49° 03' Loc 2 59° 02' 41"

Frederic Geo, 30<sup>th</sup> 1871

Boats in the harbor, a heavy rain from the West, a light  
breeze, shift of the wind to the S.E. Co. under easy sail  
close reefed topsails and storm sails. Nothing can be done  
in the night tacked ship to the N.

Oct 30<sup>th</sup> & Long 3902



# U.S. Border Master Bound for Cape Horn.

Saturday Dec. 21<sup>st</sup> 1881

Comes in with a gale of wind from S.W. and heavy squalls of rain and hail. Ship by the wind to the S. moving down ship at 10 A.M. under full sail. Storm sails. In the P.M. moderated a little when made sail. Nothing in sight all day but fishbacks, saw plenty.

Lat.  $50^{\circ} 04'$  S. Long.  $38^{\circ} 46'$  W.

Sunday Jan. 1<sup>st</sup> 1882

This day comes in with moderate breeze from S. S.W. and with clear weather with a squall of rain and snow occasionally. Ship by the wind to the W. with all sail set. Saw plenty of fishbacks and Humphbacks in the P.M. when from S.W. look is all light with but main topgall sail and staying jib.

Lat.  $50^{\circ} 14'$  S. Long.  $41^{\circ} 15'$  W.

Monday Jan. 2<sup>nd</sup> 1882

All day clear breeze from S.W. ship by the wind coming up for Chilo Island for the purpose of obtaining water and other necessaries. At 5 P.M. wind from S.W. bearing S by W per compass. Dist 23 miles.

Lat.  $50^{\circ} 15'$  S. Long.  $41^{\circ} 15'$  W.

Tuesday Jan. 3<sup>rd</sup> 1882

All day light winds from S.S.W. and fine weather. Ship by the wind on the persons working up for Chilo Island. At 6 P.M. close in to the S. of the land. Saw Chilo Island from multiple bearing S.E. by S. per compass. Nothing more than 10 persons in sight. At sunset thickening up to the W. looking much like a storm.

Lat.  $50^{\circ} 57'$  S. Long.  $41^{\circ} 30'$  W.

Wednesday

Comes in with strong gales from N.W. and thick squally weather. Ship steady to the S.W. with all sail set. Chilo Island in sight to the S. At 6 A.M. ship on ground. Weather threatening. At 8 A.M. came to anchor in good harbor in eleven fathoms of water.

In the P.M. boat in shore loosing. Very windy and rain. Got out ship and went to the shore.



# Port Hope Cr. Outward Bound Round

Thursday Jan. 5<sup>th</sup> 1882

Came in with moderate breeze from W and S.W. at 11  
 took at anchor in base harbor (New Island Harbor) all  
 boats busy in clearing and packing ship &c &c. Took on board  
 the day's supply for hunters on northern coast. Sent a boat for  
 fuel over to one of the small islands in the harbor. Hunted  
 for the sheep, cloth

Friday Jan. 6<sup>th</sup> 1882

Came in with light baffling winds from nearly all points  
 of the compass. After breakfast made preparations for getting  
 underweigh. Mr. Davis with letters to be forwarded to the  
 States. Then he went to one of the small islands in the Bay  
 for a supply of grass and celery for our sheep that we took  
 out with us. Got the ship underweigh and stood out to  
 the South with light breezes and a strong tide in our favor  
 lay at anchor about two hours for Mr. Davis when he  
 came alongside with a boat load of celery. Took in the  
 load and then hoisted off for the South passage, and got  
 out clear of the harbor by 12 M. Saluted the manager  
 and family as we passed Cape Harbor by raising our ensign  
 He returned the salute by raising the English Ensign  
 In the P.M. had a strong breeze from the W. ship on  
 the Southern tack close hauled - Lost sight of the  
 land about 4 P.M. In the night at 11 the wind  
 changed to the S. Tacked ship to the W.

Saturday Jan. 7<sup>th</sup> 1882

Came in with moderate breezes from S. hauling to the  
 W. ship by the wind on Port tack under all sails but  
 the weather came in squally which caused us to reduce  
 sails - winds all through the day baffling and the weather  
 squally - Ship on different tacks - Motion in air  
 Lat. 52.55 S. Long 62.10 W.

Sunday Jan. 8<sup>th</sup> 1882

Came in with a gale from S.W. the wind having  
 changed suddenly for last night about 11 blowing heavy  
 with rain hail and snow obliging us to take in all sails  
 but close reefed on interior and outer storm sails, for  
 the A.M. it became to moderate when we made sail  
 as usual in air - sighted

Lat. 51.47 S. Long 62.46 W.



## Cape Horn - Storm and Night Weather

Monday Jan, 9<sup>th</sup> 1852

Came in with light airs from E and S E, and clear weather. Ship steering S. W. by S. without sail out in the P. M. saw three sails steering to the N. E. also saw what we called land being the East end of Staten Land - all the P. M. light baffling wisches  
Lat. 53° 33' S. Long 63° 15' W.

Tuesday Jan, 10<sup>th</sup> 1852

Came in with light breeze and sun and S. continues all day. Staten Land in sight bearing to the S. East - land bearing S. E. to line East 25 miles. saw sails in sight two on working to the N. the other S. for the Straits of Lea Mare like ourselves  
Lat 54° 10' S. Long 64° 50' W.

Wednesday Jan, 11<sup>th</sup> 1852

Came in with light breezes from N. E. and S. W. and some thick with fog. Ship steering for Straits of Lea Mare which is plain in sight ahead Mid about S. S. W. for compass. Saw sail in sight back steering for the Straits. Came ahead the other aster in. At 12 M. about midday the Strait steering through with a fresh breeze from N. E. W. S. and down all clear. At 1 M. and S. Staten Land bearing N. E. by N. East 15 miles. The wind dying out gradually to a calm - and so continues all night.

Thursday Jan 12<sup>th</sup> 1852

Came in with a calm. Ship about 20 miles to the Straits of Lea Mare. found that a strong current has set us off to the E. through the night. The sail in sight all working to the S. W. The highest headlands of Staten Land, Terra Del, and adjacent islands in sight. At 10 took a light breeze from N. E. which freshened and casting to N. E. At 3 P. M. signalled a man and an English bark. Land round the Strait signalled here, where belong, and where bound. At 6 P. M. saw Harnevels Island and at 11 passed it with a slight N. breeze. Steering for the Diegoes S. W. by S. 1/2 S. Thick weather and squally.  
Lat 55° 55' S. Long 65° 10' W.



# Bark Hope On of New Bedford G. B. Borden

Friday Jan. 13<sup>th</sup> 1882

Comes in with strong breezes from the N. and squally weather with rain. Ship steering S. W. by S. by S. with topsails and courses at 3 hauled up to N. S. W. per compass and set maintop gaff sail and staying jibb at 6 wind shifted suddenly to E. N. W. blowing heavy. took in light sails. Double reefed to rails and fished courses and jibb. but at 8 set courses but the wind blowing up took in courses again at 9. and at 12 lay hove to under close reefed main topsails. Two sails in sight - one to leeward and one to windward. Also the "Linas" bearing W. C. W. per compass. Dist. 15 miles. At sundown blowing heavy with heavy squalls and a tremendous sea running. Ship lying to under close reefed main topsails fore and Miz. Staysails. Ship making quite good weather of it still shipping some water. Secured all the hatches. took up boats in upper trusses and made every thing snug as possible for heavy weather.

Lat 36° 36' - 13 Long 69° 49' W.

Saturday Jan. 14<sup>th</sup> 1882

Comes in with strong gales from N. W. and heavy squalls of rain. Ship by the wind to the W. S. W. under easy sail in the morn but as the weather moderated made sail until we had whole maintopsails courses jib and sprancer but in the P. M. wind increased and obliged to reef maintopsail. Nothing in sight all day.

Lat. 37° 26' S. Long. 69° 52' W.

Sunday Jan. 15<sup>th</sup> 1882

Comes in with moderate weather with the winds from N. W. Ship by the wind to the S. W. under close reefed topsails and courses. One sail in sight also saw a number of finbacks. In the A. M. the wind shifted to W. S. W. when we were ship and stood to N. W. and at 12 M. when were back again the wind having shifted to N. W. again. In the P. M. sighted the R. M. bark Philip Fitzpatrick of Philadelphia light winds and pleasant weather.

Lat 38° S. Long 70° W.



# Master Bound for Japan Sea in 1882

Monday Jan 16<sup>th</sup> 1882

Comes in with strong gales from the N.W. and squally weather. Ship by the wind to the N in the A.M. In the P.M. to the S.W. One sail in sight, the Philip Fitzpatrick. Steering the same as usual.

Lat. 58.44 S. Long. 72 07 W

Tuesday Jan. 17<sup>th</sup> 1882

Begins with west breezes from Chin and a thick drizzling mist rain. Ship by the wind to the N. S. with all sail out. One sail in sight to theeward. All day wind hauling to N. E. and so round until it settled again in the N.W. about 7 P.M. All day a drizzling rain storm. One sail a newcomer in sight astern steering like ourselves.

Lat. 58.40 S. Long. 74 - W

Wednesday, Jan. 18<sup>th</sup> 1882

Comes in with moderate breezes from N.W. and somewhat squally. Ship by the wind to the N. At 7 latched ship to the S.W. Clearing weather at the N.M. the wind hauling gradually to the N. at N.M. ship heading N. Two point variation so steering all night.

Lat. 57.19 S. Long. 74 26 W

Thursday, Jan. 19<sup>th</sup> 1882

Comes in with moderate breezes from N.W. and squally weather. Ship by the wind to the S.W. with all sails out. Nothing in sight. At 7 A.M. more ship to the N. In the P.M. raised a sail on our lee bow and at 8 we came up abreast of her when she tacked to the N. the wind hauling, hauled more ahead so we headed N. E. there being little more than two points variation we were heading directly in for the land so we were round soon after eight heading N. S. W. the weather looking squally.

Lat 56.57 S. Long. 76.50 W

Friday, Jan. 20<sup>th</sup> 1882

Comes in with moderate breezes from N. heading to the N. Ship by the wind to the N. S. with all sails out. At N.M. wind N. we ship to the N. At the P.M. wind hauling E. S. E.

Lat 55 24 S. Long. 78 25 W



Look Hope. Co. G. S. Borden Master Board

arrived at board on Jan 21<sup>st</sup> 1882

All the A.M. light breezes from the N.W. and calm  
then wind rising toward night suddenly this morn about 2  
from S. E. to N.W. being rainy all night and very rough  
about 4 P.M. a light breeze sprang up from S.W.  
when next ship left N.W. for the ash of the beach, her sails  
low, the sight one sail bearing N.W. a long way off  
nothing more in sight rest of day but darkness.

Lat 34° 42' S. Long 77° 20' W.

Thursday, Jan. 22<sup>nd</sup> 1882

Came in with a light breeze from the N.W. and calm  
at 10 A.M. took a light breeze from the N.W. and  
at 1 P.M. took a light breeze from the N.W. and  
at 2 P.M. took a light breeze from the N.W. and  
at 3 P.M. took a light breeze from the N.W. and

Nothing in sight all day.

Lat 34° 42' S. Long 77° 20' W.

Monday, Jan. 23<sup>rd</sup> 1882

Came in with light air from the N.W. and was  
nearly motionless. In the A.M. took a light breeze from the N.W. and  
at 1 P.M. took a light breeze from the N.W. and  
at 2 P.M. took a light breeze from the N.W. and  
at 3 P.M. took a light breeze from the N.W. and

Lat 30° 30' S. Long 76° 55' W.

Tuesday, Jan. 24<sup>th</sup> 1882

Came in with a light breeze from the N.W. and calm  
at 10 A.M. took a light breeze from the N.W. and  
at 1 P.M. took a light breeze from the N.W. and  
at 2 P.M. took a light breeze from the N.W. and  
at 3 P.M. took a light breeze from the N.W. and  
with squalls of rain

Lat 49° 01' S. Long 76° 49' W.

Wednesday, Jan. 25<sup>th</sup> 1882

Came in with moderate breezes from N.W. and thick  
foggy weather. Ship to the wind to the N.W. and under  
close reefed topsails jib and spinnaker and courses  
wind freshening at 8 A.M. took in jib and spinnaker  
at 10 A.M. were ship heading to the N.W. and  
by compass, 2 points easterly variation and took in  
courses. All the P.M. wind freshening and  
even increasing. Nothing in sight all day.



# the the Japan Sea Night Whaling

Thursday, Jan. 26<sup>th</sup> 1852

Comes in with strong gales from the N.W. and rainy weather - Ship by the wind to the N.E. S.W. under close reefed topsails fore Miz and Fore topmast staysails wind freshening all the time and squalls increasing At 9<sup>h</sup> took in fore topsails - blowing heavy At 10<sup>h</sup> took in fore topmast staysail Squalls very heavy, the rain holding up, and the sea breaking out through the clouds occasionally At 12 blowing fearfully with an ugly sea Wind about due N.W. by compass Ship heading S. S. W. So continues all the P.M. Ship making very good weather of it considering. Still shipped some heavy seas flooding the decks quite frequently. Hauled the launch, boat down carrying away both girdles and broke two frames in the boat. Unshipped the cranes. At 5 P.M. got on Obs. of the sun and found ourselves but few miles from land - Set fore topmast staysail to give the ship headway, and would set more sail but thought the ship would not bear more. At sundown Barometer 29<sup>th</sup> and rising At 8 (11 P.M.) down to 28<sup>th</sup> but commenced rising about 11, 11, 11.

Lat. 48.29 S. Long. 164.42 W.

Friday, Jan. 27<sup>th</sup> 1852

All night blowing a gale from the N.W. S.W. and heavy squalls of rain Ship lying to on starboard tack heading N. S. W. - No sail but close reefed maintop sail fore topmast and miz. Staysails At 11 A.M. the wind commenced backing to S.W. and heavy rain - At 3 were ship heading N. E. W. At 8 wind S.W. and little more moderate - when made sail as circumstances required - Barometer rising and clearing weather. At 12 had courses jibed and spunked in. Ship heading N. W. S. W. In the P.M. set whole topsails and at 7 set maintopgall sails and staying jibed - Nothing in sight all day.

Lat. 48.25 S. Long. 166.54 W.



# Part Hope On G. B. Borden Master Bound

Saturday Jan. 28<sup>th</sup> 1882

Comes in with moderate breezes from the N. and thick cloudy weather. Ship steering E by N up to 11 AM when light breeze N per compass, up to 1 PM when the wind hauling to E by N. I worked the ship off to E. at which course stood all the P.M. Saw porpoises and caught one. Saw a whale spout twice ahead but saw it no more. All day overcast and looking much like rain. Barometer rising all day.  
Lat. 43° 45' S. Long. 77° 20' W.

Sunday Jan. 29<sup>th</sup> 1882

Comes in with moderate breezes from the N. and drizzling rainy weather. At daylight saw two sails, one in weather bow, the other on the weather quarter, hauled up. On the one on our weather bow, on which perceiving us we ran up, and at 9 spotted her. She James Allen Lake out 270 bbls sperm & 230 bbls of light whale oil - had just arrived here on the ground. Took her oil the other side of Cape Horn. Then to Jacob A. Howland on the same ground with 290 bbls. whale oil. Observed the other ship running off to the E. She also ran off to meet her - coming with the Jas. Allen. At 9 saw the island of Guadalupe bearing E. Dist 30 miles. In the P.M. took the other vessel which proved to be the Florentine light house 94 days out 120 bbls sperm. While all three vessels were standing in toward Guadalupe raised another vessel standing off shore which proved to be the John and Willthrop. Spent 130 bbls sperm - All vessels hauled until dark - Guadalupe bearing E true. Dist 30 miles

Monday Jan. 30<sup>th</sup> 1882

Comes in with moderate breezes from E by N and cloudy weather. Ship by the wind to the E by N with all sails out. Borend for the Isle of St. Thomas for Pololoes. Hottel in sight but Secondish and the island of Guadalupe. Caught a swordfish. Had can an day. Guadalupe and the Isle of St. Thomas in sight. In the P.M. took a light breeze from the N. - So ends







# Black Hope En Bound to the Japan Sea

Saturday Feb. 4<sup>th</sup> 1882

Came in with light S. & E. winds and fine weather. Ship  
steering N. E. by E. for Yellow Water Reef. At daylight one sail  
a whale in sight, as also the steamer "Mocha". Took the whale  
to be a white whale. At 6<sup>h</sup> raised sperm whales by  
Baker Boatsteerer at 8 lowered two boats and soon after  
lowered the third boat. at 9<sup>h</sup> Mr. Davis struck and soon  
killed his whale. Got him alongside and fluked by 12  
the call him a 45 bl. whale. Saw plenty about same  
size. When first raised there they were going quite quick to the  
E. but on striking green water, veered to the seaward and  
struck about 11<sup>h</sup>. Lost head off and body in

Sunday Feb. 5<sup>th</sup> 1882

All day moderate weather. Ship going by whales  
head. At 7<sup>h</sup> killed all birds, got breakfast and started  
on head cutting. got leave overboard by 4. Then  
started the works. whale very poor. Nothing in sight  
but land and side of Mocha.

Monday Feb. 6<sup>th</sup> 1882

Came in with a northerly rain storm. Ship heaving  
but cooled down by 6 P.M. on acct. of the rain but by  
8 clearing weather. Started the works again. All day thick &  
smoky, - made no sail. Saw one vessel in the P.M.  
steering to the E. Lat 37 30 N.

Tuesday, Feb. 7<sup>th</sup>

Came in with light winds from the E. and S. by E.  
with a fog in the air. Ship by the wind to the West  
under easy sail - heaving. at 7<sup>h</sup> raised sperm  
whales - on sea down to 1000. Put down two lines  
made sail and kept ship off for them at 8<sup>h</sup> lowered  
two boats. Scooper steering. Boat in house of Ba-  
ker who is laid up with a nail in his hand about  
10. Last boat struck a 30 bl. whale and lost  
both of his lines the whale starting with a quick  
to windward after the school. and the boats  
following at the last whale. at 2<sup>h</sup> boats  
came on board not being able to gain up  
on the whale. but ship working up with  
all sail out. at 4 lowered the boats again.  
and at 5<sup>h</sup> boat struck and killed the whale  
and got him to the ship by 6<sup>h</sup>. 30 bl.



# Spinn and Right Whaling Jan 1882

Wednesday Feb. 8<sup>th</sup> 1882

Comes in with strong gales from N.W. and heavy weather. Boiling but obliged to come down in account of the rain. Still down with the whale, we then fastened along side, under way, sail - at 10 o'clock the work again - got the Peubler from below on deck and cut into horse pieces - in the P. M. run two casks of oil down into the - Grounder, and made preparations for cutting but were not able to cut - at night blowing from N.W. with an icy rain - at 1 o'clock cut the whale the whole length on the center skin and bait on a hauler for further pulling, but is necessary,

Thursday, Feb. 9<sup>th</sup> 1882

Down in with moderate breeze from the N.W. and with a fair swell from N.W. but otherwise fine weather. Still being by the whale which is now landed at 10 o'clock on to cut - Got the head off and bled, in by 12 M. in the P.M. took the head and bailed the case - Judge the whale will make 30 bbls. the skin - think the is not the whale that took the water two times but is one of the species that it is the same - started to work at night

Friday Feb. 10<sup>th</sup> 1882

All day fine weather with moderate S.E. winds, ship on the Red tick heading to the W. under easy sail. Boiling in the P.M. put two casks of oil down the main hatch. Nothing in sight all day. Turned George the Portuguese prevented boatmen forward, as he was unable to do duty at all as a boatman,

Lat. 37° 20' S. Long 74° 07' W.

Saturday Feb. 11<sup>th</sup> 1882

All day in weather. Ship on the wind to the N.W. under easy sail and calm. In the P.M. cut up the whale and bailed it. Stowed one cask of oil in the main hatch - Nothing in sight all day but saw a large bottom and a green pear. At 10 o'clock finished working.

Lat. 37° 07' S. Long 74° 24' W.



North Cape (n 2, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100)

Sunday Feb. 12<sup>th</sup> 1882

Came in with moderate breezes from the N.E. and heavy weather. Ship to the wind to the N. and easy sail. In the P.M. some rain, and the wind shifted to the S.W. but hauled again to N.E. Nothing in sight but saw some small boats at 5 P.M.

Monday, Feb. 13<sup>th</sup> 1882

Came in with light winds from the N. and a heavy sea. In the P.M. some rain, and the wind shifted to the S.W. but hauled again to N.E. Nothing in sight all day.

Tuesday, Feb. 14<sup>th</sup> 1882

Came in with light breezes from the N.E. and fine pleasant weather. Ship to the wind to the N. and easy sail. In the P.M. some rain, and the wind shifted to the S.W. but hauled again to N.E. Nothing in sight but saw some small boats at 5 P.M.

Wednesday Feb. 15<sup>th</sup> 1882

Came in with moderate breezes from the S. and fine weather. Ship to the wind to the S. and easy sail. In the P.M. some rain, and the wind shifted to the N.E. Nothing in sight but saw some small boats at 5 P.M.

Thursday, Feb. 16<sup>th</sup> 1882

Came in with moderate breezes from the S. and fine weather. Ship to the wind to the S. and easy sail. In the P.M. some rain, and the wind shifted to the N.E. Nothing in sight but saw some small boats at 5 P.M.



# Round for the Japan Sea Night Meeting

Friday Feb. 17<sup>th</sup> 1882

Comes in with a gale from the S. and clear weather  
Ship by the wind to the N. W. under easy sail at 8  
were ship to the N. W. and set storm sails at 10  
fence - Nothing in sight but birds and one seal  
from Bottom. At 7 P.M. were ship again to the  
N. W.  
Lat. 36.34 S. Long 141.20 W.

Saturday Feb. 18<sup>th</sup> 1882

Comes in with moderate breeze from the S. and clear  
weather. Ship by the wind to the S. E. and set  
easy sail. At 10 P.M. were ship again to the  
S. E. as occasion required. At 12 - had all sail on the  
ship - wind hauling to the S. W. saw the high land  
to the S. of the Isle of St. Elmore - Nothing more in sight  
at 1 P.M. standing in heading S. E. for 10 miles  
At 4 P.M. looked ship off the shore of St. Elmore, be-  
ing close enough to see the houses on the shore. Saw  
a schooner at anchor, supposed to be fishing. Behind the  
Island and were in fact - saw but a few birds but  
many porpoises today.

Sunday Feb. 19<sup>th</sup> 1882

Comes in with a gale from S. W. and clear weather  
Ship by the wind hauling in the land fair in sight  
Churia Island and the ship went to the S. of it. At 4 P.M.  
were ship heading off shore.

Monday Feb. 20<sup>th</sup> 1882

All day a gale from the S. and clear weather. Ship by  
to under close reefed sails and storm staysails. Saw  
there sails showing to the S. E.

Tuesday Feb. 21<sup>st</sup> 1882

Comes in with a gale from the S. and clear weather.  
Ship by the wind heading to the W. under storm sails  
Hove ship at 7 and made some sail. At 12 M. had main  
top gull sail and flying jib. In the P.M. wind S. W.  
and light weather ahead. Nothing in sight but  
sunfish - Working up for Chacka for porpoises.  
Crew employed about ship.

Lat. 36.36 S. Long 141.07 W.



Black Hope (a) cruising on the coast of Alaska

Wednesday Feb. 22<sup>nd</sup> 1882

Came in with light winds and moderate weather. went down to ship heading S. by E. with our sails out. The first land sighted St. Lawrence Island in sight all day. At 1 P.M. within ten miles of land when hauled to the W. Saw three schooners, two working up the coast to the S. the other running down to the S. also saw a Bk. steering off N. by W. wind S. by W. and light

Thursday Feb. 23<sup>rd</sup> 1882

Came in with moderate breezes from the N and fine weather. Ship steering S. by E. for the Isle of Mochoa. In the A.M. wind hauled to N. by E. and then W. with rain, and then clear weather with strong breeze all the P.M. At 2 raised the sea list 25 miles. At 7<sup>1/2</sup> anchored in 15 fathoms of water near the south end of Mochoa. At anchor was Bk. Altleboro Laven with 40 bbls. sperm, just getting underway. Light. So came on board and remained until 9<sup>1/2</sup> P.M. so ends.

Friday Feb. 24<sup>th</sup> 1882

All day at anchor at Mochoa. crew employed about ship. passed for six bbls. potatoes (10<sup>00</sup>), per bbl. in exchange for one new boat which cost fifty dollars at home.

Saturday Feb. 25<sup>th</sup> 1882

All day a gale of wind from the South and clear weather. Took on board with a light list. the potatoes - four pigs live seal, two ducks, a lot of cheese, &c. all in the way of provisions. At sunset all read, on sea, but otherwise, a good concert to wait until morning.

Sunday Feb. 26<sup>th</sup> 1882

Came in with a calm - at 8 A.M. took a light breeze from the N. by E. when we got underway and beat out to the N. stowed anchor cable &c. at 12 raised a sail to the N. by E. - at 3 spoke Bk. Altleboro and gunned with her - went on board the A. - at 5 raised Sperm Whales on board the A. - mated and at 6 lowered boat, 2 gunners and three from the A. - just at sundown Mr. Davis went on to the Bk. but only lay hooked. The whale was quite deep under water, but suppose sperm was stuck between. hoisted up boat and gunned until 6<sup>1/2</sup> lay aback until 12



For sperm Whales & B. Borden Master. &c

Monday Feb. 27<sup>th</sup> 1882

Came in with light breezes from S.W. and there were  
- Ship being aback under easy sail. Kept her  
at S.W. by N. in Co. with S.W. till two - Steaming  
the same all the day. Saw several sulphur bot-  
toms

Tuesday Feb. 28<sup>th</sup> 1882

All day moderate breeze from S.W. and cloudy weather  
Ship steaming S.W. by N. for near tomorrow in Co. with  
boat till two. Saw nothing all day but sulphur bot-  
toms.

Wednesday March 1<sup>st</sup> 1882

First part light wind and calm, at 7<sup>th</sup> A.M. raised  
a sperm whale on weather beam by 2<sup>nd</sup> Mate, Mr. Burnes  
some four miles off. Toward the beam and out to sea  
- Saw the whale several risings then lost the run of  
him for a long while. - Suppose they got into the sea  
blade about 12 mi. came up in the ship's wake  
close to the ship, galloped and started off quick to  
toward sea but one rising off. - Attention  
lowered her boats and pulled up - we mated but with-  
out success. - Capt. B. came on board a few minutes  
later in the evening - steaming for near

Thursday March 2<sup>nd</sup>

First part fresh breeze from N.W. and fine weather  
At 8 A.M. raised the island of Juan, ahead, S.W.  
Attention on weather cutter 10 miles dist. At 1 P.M.  
saw her with mainmast aback. Tacked towards her  
saw her boats down chasing whales. supposed she started  
soon after saw several whales going quick to windward  
chased with the ship all the P.M. with success. - Spent  
the A part at night. had fastened to a large whale  
but failed - the A saw eight large whales, raised  
them tracking. - Took in all light sails and courses  
for the night. Juan 15 miles dist. bearing S.W. by N.



South Hope (a sound) for the present

Friday March 3<sup>rd</sup> 1882

First part a fresh gale from the S. E. Ship under  
easy sail - green in sight to the leeward, at 7 - light  
on the island, 1<sup>st</sup> Ulterior in sight running off  
for the W. of the island - At 12 ran into Cumberland  
Harbour, but bearing strong did not go on shore - 1<sup>st</sup>  
Ship off ship by W. for the further ground. All the P.M.  
nothing more in sight

Saturday March 4<sup>th</sup> 1882

All day fresh gales from S. E. and cloudy. Ship  
steering E. N. E. with all sail on

Lat 31.12 S. Long 80.54

Sunday March 5<sup>th</sup> 1882

All day fresh gales from S. E. and cloudy. Ship  
steering W. E. N. - Nothing in sight all day

Lat. 28.41 S. Long. 83.01 W

Monday March 6<sup>th</sup> 1882

All day moderate breezes from S. E. and cloudy.  
Ship steering E. N. E. by W. per compass 1 point varia-  
tion. - Nothing in sight all day

Lat 27.01 S. Long by lat, 85.15

Tuesday March 7<sup>th</sup> 1882

First part moderate breeze from S. E. and cloudy, about  
midnight while at the wheel a man by the name of Anderson  
was taken in an epileptic fit, falling over upon the  
back of his head and bruising himself considerably. His  
struggles was severe requiring the united efforts of three men  
to hold him. Today he has not been able to speak

A. Giesbeker, today, by the name of Lord was taken  
with severe dysentery, applied the proper remedies, and  
this evening he is feeling much easier. 3 men off duty  
the man with a cut foot - Sam. by name, and the two  
above mentioned

Lat. 25.11 S. Long. 87.18 W

Wednesday March 8<sup>th</sup> 1882

First part light S. E. trades. Ship steering  
E. N. E. Mid and Lat. part wind the same  
nothing in sight

Lat 23.44 S. Long 88.54



U.S.S. "Albatross" Master &c

Thursday, March 9<sup>th</sup> 1882.

U.S.S. "Albatross" comes in with light winds and overcast, - ship working 1. The ship is in sight all day. Anderson is busy with the work about ship. Nothing in sight all day but a few ships. All the sick better. Same, no Deck. Lat. 21.10 S Long 90.07 W.

Friday March 10<sup>th</sup> 1882

Comes in with light baffling winds from S. E. and overcast, - ship working 1. Anderson is busy with the work about ship. Nothing in sight all day. Anderson not yet able to speak. Lat. 19.39 S. Long. 91.15 W.

Saturday March 11<sup>th</sup> 1882

Comes in with light baffling winds from S. E. and overcast, - ship working 1. Anderson is busy with the work about ship. Anderson about the same. Had another light fit last night. Lat. 18.37 S. No Obs. for Long.

Sunday March 12<sup>th</sup> 1882.

Comes in with light baffling winds from the S & E and clear weather. Ship working 1. Anderson is busy with the work about ship. Nothing in sight all day. Anderson still having fits. Lat. 17.32 S. Long. 93.45 W.

Monday March 13<sup>th</sup> 1882

Comes in with moderate S. E. trades and fine weather. Ship working 1. Anderson is busy with the work about ship. Anderson about the same. Has a fit every night about 7 P.M. - is on deck a part of the day but in a weak state. Lat. 16.12 S Long 95.13 W.

Tuesday March 14<sup>th</sup> 1882

Comes in with moderate S. E. trades and fine weather. Ship working 1. Anderson is busy with the work about ship. Anderson about the same. Has a fit every night about 7 P.M. - is on deck a part of the day but in a weak state. Lat. 15.20 S Long 96.34 W.



# *Park Hope En Bound for the Off Shore*

*Wednesday March 15<sup>th</sup> 1882*

Comes in with fresh S. E. trades and cloudy weather. Ship steering N. W. with all sail out. Watch employed on ship's duty. Nothing in sight but a few birds. An-  
derson on deck but complaining of weakness.

Lat. 12° 21' S. Long. 98° 56' W

*Thursday March 16<sup>th</sup> 1882*

Comes in with fresh S. E. trades and clear weather. Ship steering N. W. with all sail out. Nothing in sight.

Lat. 10° 13' S. Long. 100° 50' W.

*Friday March 17<sup>th</sup> 1882*

Comes in with moderate S. E. trades and sea weather. Ship steering N. W. by compass with all sail out. Nothing in sight all day.

Lat. 8° 20' S Long 102° 33' W.

*Saturday March 18<sup>th</sup> 1882*

Comes in with light baffling S. E. trades and overcast and showers of small rain. Nothing in sight all day but string of birds. Caught one in the P. M. Showery. At 3 P. M. the wind changed quite suddenly to N. E. with plenty of rain. At sunset with wind from N. E. with small rain. At 7 nearly calm.

Lat. 9° 45' S. Long. 104° 26' W.

*Sunday March 19<sup>th</sup> 1882*

At day light baffling winds from N. E. and calm. Ship steering N. E. with all sail out. Nothing in sight but one bird in P. M. squally with fresh calm.

Lat. 6° 14' S. Long. 106° 09' W.

*Monday March 20<sup>th</sup> 1882*

Comes in with light winds from the E. S. E. and squally weather. Ship steering N. E. W. Water greenish. At 7 A. M. left ship N. E. for the L. L. L.

Remainder of the day heavy showers of rain and fresh breeze. Nothing in sight all day.

Lat. 6° 04' S. Long. 107° 50' W.



# Ground for sperm Whales in 1882

## Tuesday March 21<sup>st</sup> 1882

Comes in with moderate breezes from N.W. and rainy weather. Ship steering N. by S.  $\frac{1}{2}$  S. with all sail out. Water green. Nothing in sight all day. At 10 A.M. took a light breeze from the S.E. kept ship N. S. W. All the P.M. had a good breeze.

Lat. 6<sup>h</sup> 56' S. Long. 109<sup>h</sup> 56' W.

## Wednesday March 22<sup>nd</sup> 1882

Comes in with fresh S.E. trades and squally weather. Ship steering N.W.  $\frac{1}{2}$  S. with all sail out. Nothing in sight all day. Employed in pulling down main rigging.

Lat. 6<sup>h</sup> 20' S. Long. 113<sup>h</sup> 09' W.

## Thursday March 23<sup>rd</sup> 1882

Comes in with light S.E. trades and cloudy weather. Ship steering S. by W. with all sail out. Nothing in sight all day. Employed in pulling down main rigging, and doing other jobs about ship.

Lat. 7<sup>h</sup> 04' S. Long. 116<sup>h</sup> 19' W.

## Friday March 24<sup>th</sup> 1882

Comes in with light trades, winds from S.E. and clear pleasant weather. Ship steering N. by W. with all sail out. Nothing in sight all day. At 1 P.M. was a calm.

Lat. 7<sup>h</sup> 41' S. Long. 118<sup>h</sup> 09' W.

## Saturday March 25<sup>th</sup> 1882

Comes in with light trades from E. and calm. Ship steering N. by W. with all sail out. Nothing in sight all day. Employed about ship.

Lat. 8<sup>h</sup> 05' S. Long. by clock, 119<sup>h</sup> 30' W.

## Sunday March 26<sup>th</sup> 1882

Comes in with light winds from E. and calm. Ship steering S. by W. with all sail out. Nothing in sight all day.

Lat. 8<sup>h</sup> 11' S. Long. 120<sup>h</sup> 09' W.

## Monday March 27<sup>th</sup> 1882

Comes in with light winds from E. and fine weather. Ship by the wind to the S.W. with all sail out. In P.M. off Shore Ground. Nothing in sight all day.

Lat. 9<sup>h</sup> 32' S. Long. 120<sup>h</sup> 04' W.



# Black Hope En of West Bedford Cruising

Tuesday March 28<sup>th</sup> 1852

Comes in with light S. E. trades and squally weather  
Cooper no sail. Ship by the wind to the S. E. and more  
easterly. Nothing in sight all day. but shipjack  
Lat. 63° S. Long 117° 50' W.

Wednesday March 29<sup>th</sup> 1852

Comes in with a S. E. calm. About 10 A. M. took a  
light breeze from S. E. — fine weather all day. Nothing  
in sight. Lat. 63° S. Long 117° 44' W.

Thursday March 30<sup>th</sup> 1852

Comes in with moderate S. E. trades and squally  
weather with plenty of rain. Ship by the wind to the S. E.  
with all sail set. Ship in shipjack around the  
ship caught four. In the P. M. saw a sail  
standing to the S. E. wind to the S. E. W.  
Lat. 4° 30' S. Long. 118° 18' W.

Friday March 31<sup>st</sup>

Comes in with light S. E. trades and squally weather  
Cooper no sail. Ship by the wind to the S. E. and more  
easterly. Nothing in sight all day. but shipjack  
Lat. 63° S. Long 116° 54' W.

Saturday April 1<sup>st</sup> 1852

Comes in with moderate breezes from various points  
of the compass and squally weather with much rain.  
Ship by the wind working to the E. on different tacks.  
All the P. M. looking S. E. with all sail set.  
Nothing in sight all day. Cooper no better.  
Lat. 3° 42' S. Long. 116° 50' W.

Sunday April 2<sup>nd</sup> 1852

Comes in with light breeze from S. E. and  
calm fine weather. Ship by the wind to the S. E.  
with all sail set. Nothing in sight all day. but  
shipjack. Cooper no better.  
Lat. 3° 02' S. Long. 116° 30' W.



## On the "Off Shore Ground" in 1882

Monday April 3<sup>rd</sup> 1882

Comes in with light airs from the E. S. E. and calm weather. Ship by the wind to the S. with all sails set. Nothing in sight all day. In the P.M. dead calm

Lat.  $3^{\circ}58' S.$  - Long.  $116^{\circ}52' W.$ Tuesday April 4<sup>th</sup> 1882

Comes in with light winds, calms, and rainy weather. Ship working to the S. with all sails set. Nothing in sight all day. - In the P.M. comes up, and get a light breeze from E. S. E. No Obs.

Wednesday April 5<sup>th</sup> 1882

Comes in with moderate breezes from the E. S. E. and squally weather. Ship by the wind on right hand trades all the while. In the P.M. the wind to the S. Nothing in sight all day.

Lat.  $7^{\circ}26' S.$  - Long.  $117^{\circ}38' W.$ Thursday April 6<sup>th</sup> 1882

Comes in with strong breezes from S. E. and cloudy weather with small showers of rain. Ship by the wind to the S. with all sails set. In the P.M. the boat is swayed and some rough squalls. Cooper no better, still off duty. Complaints of Rheumatic pains in the back.

No doubt to me some trouble with the rigging,

Lat.  $9^{\circ}39' S.$  - Long.  $118^{\circ}10' W.$ Friday April 7<sup>th</sup> 1882

Comes in with fresh breezes from S. E. and clear weather. Ship by the wind steady to the S. for some hours. Nothing in sight all day. Cooper about the same.

Made 185 miles of Lat. this 24 hours

Lat.  $12^{\circ}44' S.$  - Long.  $118^{\circ}57' W.$ Saturday April 8<sup>th</sup> 1882

Comes in with moderate S. E. trades and squally weather. Ship by the wind to the S. and to the N. all sails set. Nothing in sight all day.

Boats employed in repairing sails & doing other work about the ship. Cooper rather better.

Lat.  $13^{\circ}21' S.$  - Long.  $119^{\circ}02' W.$



# Park Hope On Board from Off shore

Sunday April 9<sup>th</sup> 1882

Comes in with moderate trades from S. E. and fine weather. Ship steering by the wind to the S. and anchor is set all day.

Lat. 17° 37' S. Long. 120° 10' W.

Monday April 10<sup>th</sup> 1882

Comes in with light air from S. E. and calm. Ship by the wind to the S. with all sail set. Nothing in sight all day. Copper sauce on deck today.

Lat. 17° 07' S. Long. 120° 22' W.

Tuesday April 11<sup>th</sup> 1882

Comes in with moderate S. E. trades and fine weather. Ship by the wind to the S. with all sail set. Nothing in sight all day. One man by the name of Sam sick with a sore throat or loins, off duty.

Lat. 20° 44' S. Long. 120° 14' W.

Wednesday April 12<sup>th</sup> 1882

Comes in with light S. E. trades and fine weather. Ship by the wind to the S. with all sail set. Nothing in sight all day. Men employed in repairing sails. Sam better.

Lat. 22° 40' S. Long. 120° 30' W.

Thursday April 13<sup>th</sup> 1882

Comes in with light S. E. trades and fine weather. Ship by the wind to the S. with all sail set. Nothing in sight all day. Men employed in repairing sails. Sam better.

Lat. 24° 56' S. Long. 118° 00' W.

Friday April 14<sup>th</sup> 1882

Comes in with light S. E. trades and fine weather. Ship by the wind to the S. with all sail set. Nothing in sight all day. Sam about the same.

Lat. 24° 56' S. Long. 118° 00' W.

Saturday April 15<sup>th</sup> 1882

Comes in with light air from S. E. and fine weather. Ship steering S. E. - Nothing in sight all day.

Lat. 24° 56' S. Long. 118° 00' W.



Round to the point of main front, etc.

Sunday, April 16<sup>th</sup> 1882

Comes in with light winds, rains and rain squalls - ship working to the S. E. with all sail out - Nothing in sight all day.  
Lat. 26° 45' S. Long. 113° 00' W.

Monday, April 17<sup>th</sup> 1882

Comes in with light winds and rain squalls - ship steering S. by E. with all sail out. In the A. M. light squalls kept to S. by E. one point - Nothing in sight all day. Samba on duty.  
Lat. 27° 52' S. Long. 113° 30' W.

Tuesday, April 18<sup>th</sup> 1882

Comes in with strong breezes from W. N. W. and squally weather. Ship steering E. by S. for compass with all sail out - Nothing in sight all day. At 3 P. M. took a heavy squall from the W. - was upon us before we were aware of it. We closed down and closed up - called all hands but before we could get our main top gall sail in the squall was upon us, and split the m. & j. sail from head to foot. The wind blew very heavily for about half an hour, while the rain fell in torrents.

The remainder of the day squally - At night close reefed the main top sail. Had some squalls through the night.  
Lat. 29° 10' S. Long. 112° 20' W.

Wednesday, April 19<sup>th</sup> 1882

All day strong gales from the W. and squally weather. Ship steering E. by S. with all prudent sail out - Double reefed - squally weather - and some heavy squalls in the P. M. steering E.

Thursday, April 20<sup>th</sup> 1882

Comes in with strong gales from the W. and squally weather. Ship steering E. by S. with all prudent sail out - Double reefed - squally weather - and some heavy squalls in the P. M. steering E. heavy in the squalls - In the A. M. moderating, made sail as occasion required. In the P. M. had all sail in the ship, excepting main top sail, which I was then repairing - after 4 P. M. sent it aloft and bent it - Nothing in sight all day.  
Lat. 30° 44' S. Long. 110° 00' W.



Notes on the Cruise in the Fish Hawk

Remarks on Board Friday April 21<sup>st</sup> 1882

Came in with fresh breeze from the S. and with good weather. Ship steering E. by S. for 24 hours. Nothing in sight all day.  
Lat. 30° 20' S. Long. 102° 20' W.

Saturday April 22<sup>nd</sup> 1882

All day with fresh breeze from the S. and with good weather. Ship steering E. by S. for 24 hours. Nothing in sight all day.  
Lat. 30° 20' S. Long. 102° 20' W.

Sunday April 23<sup>rd</sup> 1882

All day with fresh breeze from the S. and with good weather. Ship steering E. by S. for 24 hours. Nothing in sight all day.  
Lat. 30° 25' S. Long. 98° 10' W.

Monday April 24<sup>th</sup> 1882

Came in with fresh breeze from the S. and with good weather. Ship steering E. by S. for 24 hours. Nothing in sight all day.  
Lat. 30° 40' S.

Tuesday April 25<sup>th</sup> 1882

Came in with moderate breeze from W. by N. and with good weather. Ship steering E. by S. for 24 hours. Nothing in sight all day.  
Lat. 30° 40' S.

Wednesday April 26<sup>th</sup> 1882

All day with fresh breeze from the S. and with good weather. Ship steering E. by S. for 24 hours. Nothing in sight all day.  
Lat. 32° 30' S. Long. 102° 20' W.

Thursday April 27<sup>th</sup> 1882

Came in with moderate breeze from the S. and with good weather. Ship steering E. by S. for 24 hours. Nothing in sight all day.  
Lat. 30° 40' S.





U.S. Navy Co. cruising for sperm whales

Tuesday May 4<sup>th</sup> 1882

All day light breeze from the N.W. at 11 AM ship began to drift to the S.W. at 1 PM got through a line of small islands and at 2 PM the ship to the wind and set Boat's crew catches, - five fish including four in 8 PM.

Lat 35° 26' Long 81° 50' W.

Thursday May 4<sup>th</sup> 1882

All day light breeze from the N.W. at 11 AM ship began to drift to the S.W. at 1 PM got through a line of small islands and at 2 PM the ship to the wind and set Boat's crew catches, - five fish including four in 8 PM.

Friday May 5<sup>th</sup> 1882

All day light breeze from the N.W. at 11 AM ship began to drift to the S.W. at 1 PM got through a line of small islands and at 2 PM the ship to the wind and set Boat's crew catches, - five fish including four in 8 PM.

Saturday May 6<sup>th</sup> 1882

All day light breeze from S.E. and cloudy weather. Ship by the wind to the E, S.E. and N.E. - Nothing in sight but Manafuera in the morn, and Juan Hernandez at night, the latter bearing at sundown S.E. Dist 10 miles - Water blue all day, but a few birds

Sunday May 7<sup>th</sup> 1882

All day light winds. In the A.M. from the S.E. in the P.M. from S.W. Juan in sight all the P.M. bearing S at sundown 30 miles Dist - Saw one spinbeck and one sail in the P.M. - Ship by the winds to the S.E.

Lat. 32° 44' S.

## Off Juan Fernandez, and Masafuera

Monday May 8<sup>th</sup> 1882

All day light winds from the S.W. Ship working up for the hill of Juan Fernandez, which is plain in sight to windward. One sail in sight up under the land, suppose she has a boat on shore. Another sail, a merchant man in sight standing in toward the land. Saw several schools of Blackfish, all going to the N.W. In the P.M. spoke the John & Minthrop of N.B. Shiverick 200 Bbls of sperm oil all sold, was getting off wood. At 4 P.M. the wind changed suddenly to the S.E. - all night working up for the landing.

Tuesday May 9<sup>th</sup> 1882

All day off and on at Juan. Lapt. on shore and water in fishing with one boat. At dusk all on board, caught about 20 fish. Bkt. 250 lbs. of Beef @ 20¢ - All night becalmed under the lee of the Island. John and Minthrop wooding through the day.

Wednesday, May 10<sup>th</sup> 1882

First part becalmed. At 8 A.M. took a strong breeze from S.E. and stood out to the E. - Nothing in sight all day but Juan. Water green with some gonys. At sunset took in sail and wore ship to S.W. Overcast with drizzle.

Thursday, May 11<sup>th</sup> 1882

Comes in with overcast and drizzling weather, made sail and kept off N. for Masafuera, Juan in sight to the S. Dist 10 miles at 7 A.M. All night calm.

Friday May 12<sup>th</sup> 1882

Took a breeze in the morning which continued all day from the S.E. with thick weather, overcast and some drizzling rain. Juan in sight bearing E.S.E. Dist 15 miles. Kept ship off N.W. under all sail but foretopgall sail - cruising and for Masafuera which we raised about 4 P.M. Two points on weather - crew hauled up for it. Saw small White water in the P.M. but could not make out what it was - at night took in sail. So ends



# Bark Hope On. Cruising for Sperm Whales

Saturday May. 13<sup>th</sup> 1882

Comes in with fresh breezes from S. E. and squally weather. Ship by the wind to the S. W. under easy sail. Masafema in sight - bearing E. S. E. per compass. Dist 10 miles. at 10 A. M. wore ship heading to the E. N. E. In the P. M. moderate. made some sail. Nothing more in sight excepting two finbacks. wind E. S. E.

Sunday. May. 14<sup>th</sup> 1882

Comes in with light breezes from S. W. and fine weather. Ship running free to the N. E. but hauled up at 7 to E. S. E. Nothing in sight until 10 A. M. when we raised Juan bearing E. S. E. per compass. In the P. M. more breeze and towards night overcast. At sundown Juan bearing S. E. by E. Dist 35 miles - Took in light sails for the night

Monday, May. 15<sup>th</sup> 1882

Comes in with light winds from the W. N. W. and overcast ship lying aback off Juan. In the noon braced forward made sail and stood to the S. at 4 A. M. raised two whales called them Sperm but after chasing them two hours proved them finbacks. Kept ship off N. E. for the coast at 10 A. M. In the P. M. all sail on the ship. One sail and one finback in sight

Tuesday, May. 16<sup>th</sup> 1882

Comes in with moderate breezes from the W. and overcast ship steering N. E. per compass with all sail out. Nothing in sight all day but a few birds. Water blue and green after noon - At 6 P. M. the wind shifted quite suddenly to the S. E.  
Lat 20.54 S.

Wednesday May. 17<sup>th</sup> 1882

Comes in with moderate breezes from S. S. E. and cloudy weather. Ship steering N. E. until 10 A. M. when kept her N. At 10 struck into Green water - saw some birds and one school of porpoises. Nothing more in sight

Thursday. May. 18<sup>th</sup> 1882

Comes in with moderate breezes from S. S. E. and overcast. Ship steering N. but hauled up N. by E at 7 A. M. saw a sail steering W. Nothing more in sight.  
Lat 23.44 Long. 72.44 W.



# On the Coast of Peru in the Year of 1882

## Friday May 18<sup>th</sup> 1882

Comes in with light winds from the S. and overcast ship steering N by E, but hauled up N by E and N by E during the A.M. — Nothing in sight all day.

Lat. 23.45 S. W. Long.

## Saturday May 20<sup>th</sup> 1882

Comes in with light variable winds from the S. and S. and thick overcast weather — ship steering N by E compass all night, in the morn hauled up N by E with all sail set. Saw the main land just S. of the bay of Mojilones — In the P.M. saw a steamer steering to the S. Nothing more in sight. 1000 fms.

## Sunday May 21<sup>st</sup> 1882.

Comes in with light airs and calms. ship steering N by E compass pass down the land, which is plain in sight — Dist 55 miles — One sail in sight steering like ourselves, down the land to the N. At 10 sent a boat on board of her for news, and she returned at 12. she proved to be the Chilean Bark Inga of Santa Bound to Aquique for Copper — Saw several Sulphur Bottoms several swordfish and several snappers. So. Birds

Lat. 24.59 S.

## Monday May 22<sup>nd</sup> 1882

Comes in with light winds from S. and calm. ship steering N by W down the land. Two sail in sight and in the P.M. saw two more. lowered and chased a swordfish without success. Went on board the Chilean Bark in the P.M.

Lat. 24.02 S.

## Tuesday May 23<sup>rd</sup> 1882

Comes in with light winds from the S. and fine weather. ship steering N by W under easy sail. Land plain in sight saw several Sulphur Bottoms, snappers, and swordfish — at night shortened sail and hove to with fore and main aback.

Lat. 19.35 S.

## Wednesday May 24<sup>th</sup> 1882

Comes in with light airs from the S. and overcast. Nothing in sight but land. one or two sulphur bottoms swordfish and snappers — Water dark green

Lat. 19.02 S.



# Barb. Hope on cruising on the coast of Peru

Thursday May 25<sup>th</sup> 1882

Comes in with light winds from the S. and overcast. Ship steering N by S. with all sail set for the "Linda Stewart Ground." Nothing in sight all day - but one turtle. - 113 lbs.

Friday May 26<sup>th</sup> 1882

All day moderate breeze from S, E. and overcast. Ship steering N by S. for the "Linda Stewart Ground" Saw White Water and run for it. Saw a finback. also saw Blackfish or Grampuses 113 lbs.

Saturday May 27<sup>th</sup> 1882

All day strong trades from S, E. and overcast, unable to obtain observations of the sun. Ship steering N.W. by N. under whole topsails and foresail - Nothing in sight all day. Water blue until 4 P.M. when it changed to greenish  
Lat. 17° 36' S.

Sunday May 28<sup>th</sup> 1882

All day, light winds from S, E. and overcast. Ship steering N and N by W. with all sail out. Nothing in sight - but Sulphur Bottoms. At sundown light comets  
Lat. 13° 10' S.

Monday May 29<sup>th</sup>

Comes in with moderate breezes from S, E. and overcast. but cleared up about 10 A.M. and all the P.M. clear ship steering N by W. and N.W. with all sail out. One sail in sight steering for Colima. At night kept ship N.W.  
Lat 13° 32' S. Long 77° 10' W.

Tuesday May 30<sup>th</sup> 1882

Comes in with light winds from S, E. and overcast. Ship steering N.W. and N.N.W. with all sail out. Nothing in sight all day

Wednesday May 31<sup>st</sup> 1882

Comes in with light airs and overcast. Ship steering N.N.W. all day - Saw several Humpbacks and Sulphur Bottoms, Water Green all day - No lbs.



# Bark Hope En. Cruising on the Coast of Peru

Thursday June 1<sup>st</sup> 1882

Comes in with light breeze from the S S E and cloudy weather. Ship steering N by W with all sail out. Saw several schools of Blackfish in the A. M. and lowered and chased with all three boats without success. Saw fish and porpoises among the Blackfish. In the P. M. saw sulphur Bottoms - at night shortened sail and kept Ship N. W. Lat.  $8^{\circ}58' S$  Long.  $80^{\circ}12' W$

Friday June 2<sup>d</sup> 1882

Comes in with light breeze from S. E. and overcast with some mist, at 8 A. M. raised the Island of Lobos Fuera bearing N by E. At 11 Got up to them and went on shore in my boat found the Chilean Government had possession but were doing nothing. The Island being guarded by a few soldiers. One man acting as Pilot came on board. we were not allowed to anchor nor even to visit the Guano beds.

Saturday June 3<sup>d</sup> 1882

Comes in with light breeze from the S. and overcast. Ship steering to the N. W. E. for Payta. Saw one bk steering for Payta, also saw several small sail - at 2 P. M. off Payta found at anchor one Chilean Gunboat, one English mail steamer, one Ram. One other steamer and an English Bark squared away for Tumbex. Saw in the P. M. a bark bound for Payta - at 9 P. M. off Cape Blanco to. End

Sunday June 4<sup>th</sup> 1882

Comes in with light airs from S. W. and calms. Ship working up for Tumbex. The wind dropped off quite suddenly about 12 last night and got but little until about 8 A. M. and moderate all through the P. M. at sundown Tumbex point just in sight from the masthead - and hove to under short sail for the night. Saw through the day plenty of Diamond Fish. Land in sight all through the day.  
Lat.  $3^{\circ}48' S$

Monday June 5<sup>th</sup> 1882

Comes in with light baffling winds from the W. and fine weather. Ship steering in for Tumbex River. At 1 P. M. went in with my boat - when the ship was some three miles from the River, went up to town and reported - ship lying off and on. Remained on shore, but boat with second mate remained returned on board



# Bark Hope in cruising in the Gulf of Guayaquil

Tuesday June 6<sup>th</sup> 1882

All day fine weather. Ship all night and all day lying off and on off Gumbez River - Capt on shore.

Wednesday June 7<sup>th</sup> 1882

All the A.M. light airs and calms. In the P.M. took a light breeze from the W. a boat went in for the Capt. in coming off went on board Bk. Capt. Horn Pigeon who came in and anchored night before last off the River, from Galapagos with 300 bbls. Sperm on last cruise, remained on board the S. H. P. until 8 P.M. and arrived on board of the M. O. at 8h All night working to the N.W. with light airs

Thursday June 8<sup>th</sup> 1882

All A.M. calm, In the P.M. took a breeze from the W. hauling gradually to the S.W. ship - cruising to the N and W. Saw several Humpback through the day, and chased but saw no chance for striking and did not lower. Whales were working to the N. in shore - At night took in sail for the night heading to the N.W. by the wind.  
Lat 3° 02' S.

Friday June 9<sup>th</sup> 1882

Begins with light winds from the S.W. and fine weather but somewhat overcast. Ship steering to the N.W. for point St. Helena. One sail in sight, an Ecuadorian transport steamer with troops bound to the N. - Saw several whales but did not lower as the whale showed but little chance of striking. At 4 P.M. passed into the Bay of St. Helena and anchored in 8 fathoms of water, with the port anchor. Gave her 35 fathoms of chain. Ground at anchor Bks. Grace & Harco. Chase, and Jane & Martin Sainer. The latter with 300 bbls. Sperm oil. The Grace & Harco. came. Went on board the Jane & Martin - took supper and remained until 12.

Saturday June 10<sup>th</sup> 1882

All day light breezes from the S.W. Cloudy weather in the A.M. but fair in the P.M. Both of the Chilean vessels got under weigh and stood out at 4 P.M. did the same. Saw one Humpback fresh breezes from the S.W.



# Bark Hope On Cruising for Humpbacks

Sunday June 11<sup>th</sup> 1882

Came in with fresh breezes from S.W. and overcast. Ship working up from point St. Helena for the Shoals of Lehandey in the Gulf of Guayaquil. Saw Bark June Martin ahead at 5 P.M. she came to an anchor some 5 or 6 miles from the land. At 6 we anchored in 12 fathoms fine sand. with Port anchor some 6 miles from land off the Shoals of Lehandey - Saw several Humpbacks through the day but none of them still consequently did not lower.

Monday June 12<sup>th</sup> 1882

All day overcast, with breezes and calms in the A.M. In the P.M. moderate breeze from W.S. June Martin and Grace Mearns both underweigh, and both have boats down. The Grace Mearns took a whale, a cow we suppose. We lying at anchor all day, sent out mainsail, maintopmast, and foretopmast stays to unreeve the rigging and stowed all below also got up cutting gear, rove Guys &c. We are determined to be ready for the whales, and make believe whal whaling, even if we don't get a whale. The Grace Mearns came to anchor alongside of this whale and went to cutting, was cutting at 8 at night.

Tuesday June 13<sup>th</sup> 1882

Begins with light breezes from W.S.W. and calms. At daylight got underweigh and stood to the W. by the wind. June Martin also underweigh, she sent two boats in towards the land. the Grace Mearns cutting - finished about 9 A.M. then got underweigh and stood in toward the land, think took another whale. At 3 P.M. we saw two whales heading in shore, lowered two boats and chased. came near striking several times. soon after the boats lowered, saw another whale, a large cow. After the boats came on board at sundown saw a whale breach several times in shore. Saw in the P.M. while the boats were down two large Bone Sharks. At night anchored about where we were this morning, some ten miles S. by E. of the River Lehandey.

Wednesday June 14<sup>th</sup> 1882

Came in with moderate breezes from W.S.W. and overcast with light drizzling rain. After getting underweigh in the morning sent all three boats in to cruise along the shore. At night all boats on board, had chased whales but not able to strike saw a number of whales from the ship. six in one lot. came to anchor at night. June Martin took a whale. Saw plenty sharks.



## Bark Hope On Cruising for Humpbacks on Chandu

Thursday June 15<sup>th</sup> 1882

Came in with light winds from S. W. and overcast got underway in the morning and cruised until night when we came to anchor again. Saw and chased three whales nearly all day without striking got very handy to them several times. At last they went off to the S. E. and we hope we shall see them no more. Just as we were about coming to an anchor lowered and struck a Bone Shark by Barb Boat and took him alongside and let him lie for the night.

Friday June 16<sup>th</sup> 1882

All day light winds and overcast got underway in the morn and cruised until night. Saw but two or three whales. Cut the Shark - judge he will make four bbls. of oil - came to an anchor off Chandu River.

Saturday June 17<sup>th</sup> 1882

In the morn, got underway and sent the boats in shore. Saw a few whales off shore. Jane & Bart's & Grace & Bart's Boats chasing all day - got nothing - our boats came on board at 11 A. M. saw nothing in shore. Jane & Bart's Boats chasing all day the same three whales that we have chased the three days passed. In the morn - a heavy swell, heaving in from the S. saw breakers some five or six miles off shore. S. W. from Chandu River suppose a sand bar makes out in that direction. The Grace & Bart's boats chased whales up close to the rollers and then left them. stood off shore with light squalls from S. W. In the P. M. the wind and swell increased when concluded to start for St. Helena Bay. rounded Point Lamer at 4 P. M. and off St. Helena Point at dusk. Came to anchor in the Bay at 7 1/4 in 9 fathoms.

Sunday June 18<sup>th</sup> 1882

All day lying at anchor in St. Helena Bay. Kept mastheads. Saw two whales off shore. Natives came on board in the morn. but as they brought liquor would not allow them to remain. They came in three canoes, two of which brought liquor.

# Shoals and down the coast to Plata Island

Monday June 19<sup>th</sup> 1882

At 5 A.M. got underway and stood out to the W. off shore saw several Humpbacks and chased them down the coast all day but could not strike at night hove to with Plata Island in sight, bearing N. W. by N. Dist 15 miles - all night lying off and on

Tuesday June 20<sup>th</sup> 1882

At daylight kept ship off for Plata Island being about 15 miles Dist. saw a whaling bark working up the coast to the S. Saw another scib to the E of Plata Island - spoke her at 11 A.M. the Nautilus, Bay of Valparaiso 175 Sperm and one Humpback, 5 mos. out At 3 P.M. anchored with him in about 14 fathoms of water, saw several whales but did not lower for them.

Wednesday June 21<sup>st</sup> 1882

Came in with a light drizzling rain, lowered the boats at 7 for a cruise. Saw a number of whales straggled the day but could not strike. The Nautilus took a small whale of about 15 bbls. A heavy swell setting in all day from S.W.

Thursday June 22<sup>nd</sup> 1882

Came in with fresh breezes from the S.W. and hazy weather ship lying at anchor - sent cruising, two in the morning and all three in the P.M. just at night Larch boat hove a whale, the first broken Blackskin the season, Saw the Nautilus take two whales, had a stoven boat.

Friday June 23<sup>rd</sup> 1882

Begins with strong breezes from the S. and a heavy sea on. Sent two boats off in the morning cruising. At 12 M. they returned having seen but one whale. Larch boat is painted In the P.M. painted the other two boats - all are Blue - Saw but a few whales today - at night more moderate but overcast.



## Bark Hope On Cruising for Humpbacks at

Saturday June 24<sup>th</sup> 1882

Begins with light winds from the S.W. and overcast, got underway in the morning. lowered all three boats for a cruise. Stood in shore to the E. with ship and boats - saw nothing. Stood out to W. and about 10 A.M. raised whales by ship and boats. chased until about 3 P.M. but could not strike. when the boats came on board. Saw a number of whales but they were very shy. In the P.M. steering down the coast. Saw Humpbacks but did not lower. At 7 came to an anchor off Montau in 60. with Bk. Matthew & Brynes Capt. Solverson of Subakuano 2 mo 90 Bbls. Sperm. In the evening some Government officers from the place came on board to learn our business here

Sunday June 25<sup>th</sup> 1882

Came in with light winds from the S.W. and overcast at 7 got underway from Montau and stood down the coast to the N. All the A.M. thick rainy weather saw some Humpbacks but did not lower. at dusk shortened sail and stood off shore - passed White Patch about 4 P.M.

Monday June 26<sup>th</sup> 1882

Begins with light breezes from the S.W. and hazy weather. Ship in the morning steering N.E. for Point Galara. All the A.M. light breezes In the P.M. fresh. - Saw quite a number of whales but did not lower. At night came to anchor in 5 fathoms under Point Galara. Pulled in with a boat and took a native on board could get no fruit

Tuesday June 27<sup>th</sup> 1882

Begins with light winds from the S.W. and clear weather but soon after six the wind increased to almost a gale, and growing so rough as to be unfit for whaling. Got underway from Point Galara and stood out to the N. saw several whales well off shore but did not lower for them. Stood in for Sewer and went on shore with my boat - for fruit agreed for Oranges and Bananas and coconuts. at 12 went in the River at Atcamas and at 2 P.M. arrived on board again - No whales seen on this shore. at night anchored off Sewer in eleven fathoms of water



# Pata Island and Down the Coast

Wednesday June 28<sup>th</sup> 1882

Begins with light winds from the S.W. and overcast. Got under weigh in the morning and stood off shore for a cruise. Soon after getting out saw whales, at 8 lowered two boats and chased until 12 without being able to strike. Saw a great many but all going quick to the N.E. were very shy. At 12 blowing fresh too rough for whaling, stood in and anchored off Suva at 3 P.M. I went on shore with 2<sup>d</sup> mate and boat crew for a few iron poles. Obtained about a dozen and returned on board again at dusk. About 10 two men by the names of Charles Eberhardt and Louis Mergel got the Ironworks Platform overboard and made an attempt to go on shore upon it, but being discovered abandoned the project and let the Platform drift astern. Called the men up lowered a boat and took the Platform on board again. Had the men succeeded in leaving the Ship undiscovered they must certainly have either been drowned or carried out to sea. As the Platform consisted of but two boards about ten feet in length nailed together by two cross pieces at the ends the whole not able to sustain a small boy, much less two heavy men. The tide and wind were both setting out the Bay which would undoubtedly swept them out to sea. Had they even been able to have landed would have been drowned in the surf for nowhere upon the shore even in the smoothest and most sheltered places was it safe with a boat to land. A very heavy swell setting in from seaward. Deemed it prudent to prevent any further attempt of the sort in jeopardizing their lives to put the two men in irons for the night and place them in the run

Thursday June 29<sup>th</sup> 1882

Begins with light winds from S.W. and a drizzling rain, which at 6 A.M. holds up and weather clears off. Crew employed in scrubbing ship on outside at 6 $\frac{1}{2}$  took the two men from the run gave them their breakfasts and set them to work fitting gallant backstays and flying jib stays and setting them up. In the P.M. a stop, in which was hooked a table for setting up the foretopgallant backstay, parted, and let the block down on to Launa's head cutting quite a gash and rendering him senseless, sent him down and dressed the wound the best we could. Traded with the people for Coconuts, Oranges, Pumpkins and Bananas. At 6 got under weigh and stood to the N.E. for Papatea Bay.



# Bark Hope On Working Down for Panama Bay

Friday June 30<sup>th</sup> 1882

All day fresh breezes from the S.W. and overcast. Ship steering N.E. by E. for Papatea Bay for Humphreys. Nothing in sight. Leven recovering in a measure from his wound.

Saturday July 1<sup>st</sup> 1882

About 1 A.M. begins raining and so continues until about 10 when it holds up. In the P.M. quite clear. Nothing in sight all day but a few Turtles. Light breezes all day. Steering N.E. by E. with all sail set. At sunset calm and continues all night. Leven came on deck today.

Monday July 2<sup>d</sup> 1882

Begins with a calm and continues until about 11 when a light breeze springs up from S.W. clear weather. caught 19 Turtles saw plenty. Nothing more in sight.

Monday July 3<sup>d</sup> 1882

All day light winds from various quarters and showers of rain. Ship working down the coast for Parita Bay. saw the land to the N. nothing more in sight. Leven on the gaining hand.

Tuesday July 4<sup>th</sup> 1882

All day light airs from W. and S.W. and calms. Ship working to the N. Land plain in sight. Nothing more.

Wednesday July 5<sup>th</sup> 1882

All day light air from the W. and calms. Land plain in sight to the E. and N.E. Dist 25 miles. Ship steering to the W. and N.W. for Parita Bay. nothing more in sight.

Thursday July 6<sup>th</sup> 1882

All day light airs from all points of the compass and calms. Ship steering to the N.W. Land to the N.E. in sight. Dist 25 or 30 miles. nothing more in sight.

Friday July 7<sup>th</sup> 1882

Comes in with moderate breezes from N.E. by E. and cloudy weather. Ship steering N.W. by W. at 6 A.M. Perlas Islands in sight bearing N. Dist 25 miles. at 9 saw a sail under the Islands, standing back and forth.

Bark Hope On Cruising in Parita Bay, in the Year 1882

Saturday, July 8<sup>th</sup>

Comes in with fresh breezes from the N.W. and rainy weather. Ship working up for Parita Bay on different tacks.

at 7 A.M. Raised land on sea both Aguanu Island, and the main land. Lat. part of A.M. light baffling winds and calms. Saw two coasting schooners. At 1 P.M. took a very heavy squall of wind and rain from S.W. - got the ship before the wind and blew up and down. everything furlled all the light sails. The wind from S.W. to S.E. several times very suddenly, by 2 P.M. the squall had passed over, leaving but moderate rain and wind, which held up by 3. at 4 a moderate breeze sprang up from N.W. Saw several whales but did not lower, saw a whaling bark at anchor up in the Bay - had a flag set for a fast boat. at 6 P.M. came to anchor in 17 fathoms 6 miles N.E. of Point Liso

Sunday July 9<sup>th</sup> 1882

Comes in with light breezes from N.W. and cloudy weather, got underway at 5 A.M. for a cruise. Saw a gam of whales at 8 and lowered all three boats at 9. Waist boat went on, while a whale was swimming, and darted but did not fasten. At 11 spoke Bark Casprey, Herrick 300 all told 3 whales this season. same time spoke Schooner Water Eaton Spifford 9 days from Panama nothing this season. Came to anchor in a calm about mid. of the Bay. lost the other vessels. let go anchor about the same time mended and gammed until 9.

Monday July 10<sup>th</sup> 1882

Begins with light airs and calm. At 4 1/2 lowered all three boats for a cruise in the Bay. Saw but one whale all day and chased him about three hours with three boats, chased him out of the Bay. Bk Casprey and Schooner both underway and boats cruising, but think they saw nothing. They anchored again in the P.M.



## Bark Hope On Cruising in Parita Bay, in 1882

Tuesday July 11<sup>th</sup> 1882

Began with light breeze from E. and squally weather. - Still cruising in the Bay - Saw but two or three whales in the A.M. just after Dinner lowered for three or four whales in a gum. Starb. boat - Capt. heading. Lower, boatsteerer soon struck, killed the whale and took him alongside by three. Saw plenty of whales but very tame in the P.M. Bark and Schooner had their boats down chasing - Took our whale in tow and stowed to the W. in shore and anchored in 13 fathoms for the night, about 9

Wednesday, July 12

Comes in with light winds and calms. Cut the whale in the A.M. think he will make 40 Blbs. All hands on board all day, in the P.M. cutting "Horse pieces"

Thursday July 13<sup>th</sup> 1882

Comes in with light winds and calms. - Saw but a few whales - did not lower. In the P.M. lowered three boats. about 8. Starb. Boat struck a large Bull which run him off shore but he finally <sup>killed</sup> him soon after dark. About 7 anchored in 16 fathoms of water. but at 10 got underweigh again for the whale - took him alongside about 12 and anchored in 17 fathoms

Friday July 14<sup>th</sup> 1882

Comes in with a light breeze from S.W. employed in Boiling and doing other duty about ship. Saw the Ashby take a whale. she also took one yesterday. In the P.M. she cut two whales. Sir Leob. Eaton is not in the Bay

Saturday July 15<sup>th</sup>

All day light airs and calms got underweigh in the morn. and sent two boats off cruising - saw several whales but could not strike - at 5 P.M. anchored in 10 faths about six miles from the N. shore

Sunday July 16<sup>th</sup> 1882

Comes in with light airs from the W. and good weather. at 6 lowered all three boats for whales. at 9 Starboard boat struck a Bull which run off shore about 10 miles before he was killed - Cooper heading S. boat - he killed the whale - got the whale alongside at 3 - at 5<sup>1/2</sup> commenced cutting - got through by 11 ship at anchor



# Bark Hope On Cruising in Parita Bay in 1882

Monday July 17<sup>th</sup> 1882

Came in with light winds from the N.W. and hazy weather. Ship lying at anchor in the Mid. of the Bay. Saw but one whale today - did not lower the boats - employed in cutting blubber, boiling and storing oil &c. Bk. Osprey underweigh through the day but anchored about three miles to the N of us at night and started her works had three boats out cruising all day - Saw a Schooner, we call the L. C. enter the Bay just at night, well under the N. shore.

Tuesday July 18<sup>th</sup> 1882

Came in with light winds and calm and overcast - got underweigh in the morn and cruised all day saw some whales and chased with the boats but could not strike. Caleb, Eaton and Osprey both chasing all day. Osprey's boats struck a large whale and lost him, came to an anchor at night.

Wednesday July 19<sup>th</sup> 1882

Got underweigh in the morn and cruised all day. saw and chased several whales. 2<sup>d</sup> mate went on once but did not fasten. poor chance. foreproer went on, had a good chance, and George Portuguese missed.

Thursday July 20<sup>th</sup> 1882

Begins with light breeze from the N. and squalls of rain. Ship working up for the N. shore. Schooner and Bk. Osprey both underweigh cruising - saw but two or three whale through the day. - Capt. Gifford came on board in the P.M. and remained until 8<sup>h</sup>. Both vessels at anchor under the N. shore.

Friday July 21<sup>st</sup> 1882

All day at anchor. Boats cruising saw nothing - just at night Osprey's boats struck a whale which stove the boat quite badly - lost line, Darling Gun &c.

Saturday July 22<sup>nd</sup> 1882

Got underweigh in the morning - saw two whales at early light close by the schooner. She lowered and chased with two boats and about 9 A.M. struck and killed one - saw no more all day - at night anchored under the N. shore. Osprey at anchor in mid. of the Bay. boats cruising - saw nothing.



## Bark Hope En. Cruising in Parita Bay

Sunday July 23<sup>rd</sup> 1882

All day at anchor under the C.V. shore. Boats all on board no whales in the Bay. Schooner cutting the whale she took yesterday. Asprey got underway about 9 A.M. and cruised with three boats down by astern, saw nothing.

Monday July 24<sup>th</sup> 1882

Comes in with light breezes from the C.V. and good weather got underway in the morning for a cruise. Lowered for whales at 9. Cooper went on but Portuguese George missed. In the P.M. Mr. Davis struck a large Bull which started quick off shore after being fast about an hour the line parted. Saw several whales but all off shore - anchored in the Bay at 7 1/4 in 16 fathoms of water.

Tuesday July 25<sup>th</sup> 1882

Comes in with light breezes from the C.V. - got underway in the morning. Lowered all three boats about 8 A.M. several whales in sight but all off shore - none in the Bay. Cooper went on and boatsteerer George missed again - Splendid chance - The will miss no more. Mr. Davis struck a small one - 15 bls - killed him and took him to the ship and cut him in - At 7 1/2 anchored in 10 fathoms about 3 miles from Villa Island - strong currents all day to S.E.

Wednesday July 26<sup>th</sup> 1882

Begins with light winds from the C.V. and rainy weather. Got underway and stood to the C.V. by the wind - saw Bk Asprey cruising - At 9 lowered three boats, Steward steering the Cooper - Saw a number of whales. Asprey got a small one - Mr. Davis struck a large cow and parted line. Cooper went on but Steward would not dart - rather poor chance. At night anchored near Villa Isle - Tom Kanaka - sick - very low, has been off duty for two weeks, but comp'd, two months - off and on duty.

Thursday July 27<sup>th</sup> 1882

Comes in with light breezes from the C.V. and a drizzling rain. Bk Asprey at anchor near us with the whale she took yesterday - cutting - got underway and stood to the C.V. at 8 1/2 lowered two boats for whales. Mr. Barnard had a good chance for two whales but did not get near enough to fasten - at night anchored



# For Humpbacks in the Year of 1882

## Friday July 28<sup>th</sup> 1882

Begins with light breezes from the N.E. and clear weather. Got underweigh in the morn. for a cruise. 1st Espy also got underweigh - Schooner Label-Eaton came to anchor near about 11 P.M. near us having lost her whale. Saw but two whales through the day. Lowered all chased with all three boats with out success. - Came to an anchor under the N.E. shore in eve. with C., E. Capt. G. came on board and remained all night.

## Saturday July 29<sup>th</sup> 1882

Begins with fresh breezes from the N.E. too rough for whaling. Lying at anchor all day. Capt. G. returned to his vessel about 2 P.M.

## Sunday July 30<sup>th</sup> 1882

Begins with light breezes from the N.E. and very weather. Got underweigh in the morn. in eve. with the C., E. and stood to the N.E. along the land. at 11 $\frac{1}{2}$  raised our first bow and calf near the side of Loring, lowered and chased with three boats but soon lost the run of the whale, then stood to the N.E. until night when we anchored in 8 fms of water. C., E. also came to an anchor. Boring weather all night.

## Monday July 31<sup>st</sup> 1882

Begins with moderate breezes from N.E. and overcast. Got underweigh in the morn and soon after raised a leeward calf off shore, lowered two boats and chased. Boatster Loran not able to go in the boat on account of a lame ankle, which is swollen up so much that it is very painful, cannot bring able to step on his feet. John Franklin is about this time. We began in eve. chased the whale and laid her on her back but lost her. At night anchored under the N.E. shore of Loring. Saw several whales off shore but none in this bay.

## Tuesday Aug. 1<sup>st</sup> 1882

Begins with light breezes from the N.E. and weather. Got underweigh in the morn and lowered three boats for a cruise. Saw several whales, one bow and calf. At 12 half past struck a large whale which was about 10 miles from shore. At 4 P.M. boat struck a small whale killed him and got him to the ship. In eve.



Port Hope & Cruising in Parita Bay, La Guaymas

Wednesday Aug. 2<sup>nd</sup> 1882

Began with wind from S.W. Light air from S.W. At 8 rain  
began when we commenced cutting on the whale. Boat  
and trim all day. At 10 P.M. when we took our anchor  
and stood up the Bay, when we anchored in under the C<sup>o</sup> shore  
at the Sugar Loaf at 6 P.M. saw but a few small  
whales today. Did not lower our boats today.

Thursday Aug. 3<sup>rd</sup> 1882

Begins with light breeze from the S.W. and line weather.  
Got underway in the morn and set out two boats cruising  
about 10 miles. First boat on board, but on the whale  
we took on Thursday. At 1 P.M. lowered first boat for  
whales close by the ship. Boat soon struck and killed a  
small whale 12 lbs. Took him alongside, put him in and  
then anchored under the C<sup>o</sup> shore off the Sugar Loaf.  
Finished boiling Thursday's whale and cut up the best one  
in the night.

Friday Aug. 4<sup>th</sup> 1882

Begins with light S.W. winds and line weather. Ship re-  
mained at anchor all day. Sent 3 boats of on a cruise  
saw but three or four whales today. First boat struck  
one and drew it. In the P.M. took a heavy squall of  
wind and rain from C<sup>o</sup> E. All boats were out and got  
a good drenching. At sunset all on board. Frost breeze  
from C<sup>o</sup> E.

Saturday Aug. 5<sup>th</sup> 1882

Begins with light winds from the S.W. and cloudy weather.  
Ship working up towards Toboga. Came to an anchor at night  
just N. of the island. Saw schooner Catala at anchor.

Sunday Aug 6<sup>th</sup> 1882

Working up for Panama all day. Came to anchor at  
night. Saw nothing all day. C<sup>o</sup> E. at anchor saw  
other vessels at anchor in the harbor of Panama.

Monday Aug. 7<sup>th</sup> 1882

Good weather all day. Got underway in the morn near  
Toboga. Saw and chased whales. Schooner C. E. chasing.  
At night spoke C. E. had taken nothing  
since we last saw her. At night anchored near  
the Tortugas.

# Bark Hope On Cruising in Panama Bay

Tuesday Aug. 8<sup>th</sup> 1882

We are agreed with Capt. Gifford, Schooner C. & E. to go on shore together at Panama for letters &c. We are to take on Mr. Boat and his Waist Boats crew. The two vessels are to mate by throwing the chances together and catch what whales they can. We expect to be on board again tonight. 2 boats from each vessel lowered for whales as we left the ship. Got on shore about 9 A.M. found no letters, but one from brother Benj<sup>m</sup>. He writes of mother's death which happened on the 9<sup>th</sup> of April 1882. As the mail arrives tomorrow from C. J. Fork we conclude to remain on shore until the day after, for news from home.

Thursday Aug. 10<sup>th</sup> 1882

The mail came in yesterday, from C. J. Fork. I received nothing further. Arrived on board 10<sup>th</sup> A.M. The two vessels had taken a small whale 20 blb. took him to the Hope and cut him. Today started to boil but found the weather so green gave up the job. One of the Schooner's boats struck a large whale but soon came out and he lost the whale. On Tuesday the Schooner boat went on to a whale head in head struck the tail in the head and lost him, both vessels at anchor near the Indians.

Friday Aug. 11<sup>th</sup> 1882

Boiled the whale today, making about 20 blb. of which half of which belongs to Schooner C. & E. which we give him tomorrow. He has brought 2 casks for his share of the oil. Both vessels on the look out for whales. The masting ends tonight as we finish boiling, no whales seen today.

Saturday Aug. 12<sup>th</sup> 1882

The Schooner took her share of the whale, about 10 blb. got underway and stood to the S. & W. for Santa Rosa. The C. & E. going to the S. & E. for Santa Islands. Saw nothing all day. Kept on sail all night, but no wind, calm.

Sunday Aug. 13<sup>th</sup> 1882

All day working to the W. down the coast. Saw one or two whales of the Black Legume did not lower and anchored at night.



# Bark Hope On Cruising in Brita Bay;

Monday Aug. 14<sup>th</sup> 1882

Begins with light winds and fine weather, got underway in the morn. Soon after saw whales and lowered two boats about 9. Starb. boat struck a large whale. after some trouble got this whale nearly dead when the Iron came on and he lost him. In the P. M. Starb. boat Cooper struck another large whale. Got him nearly dead when it came on tack and was obliged to cut it loose. So goes in or two two large whales, about a dozen Boats and craft and Lines &c.

Tuesday Aug. 15<sup>th</sup> 1882

Got underway in the morn. for a cruise. - Saw whales and lowered all three boats - good weather, much calm about 12. Starb. boat struck a small cow, with a small calf. Starb. boat struck a large loose whale, that was in tow with the cow and calf. Lines got foul, cut line from loose whale but not could the greater part of the line had run out. So we lost another large whale and the greater part of a line. Got the cow to the ship and come & cutting, but coming on squall anchored in 8 fathoms - well up the Bay. - finished cutting by 10 and turned all hands, but one man, below

Wednesday Aug. 16<sup>th</sup> 1882

Got breakfast as usual at 8. Two boats lowered for a cruise, saw some whales - remainder of crew cutting blubber &c. At 1 P. M. boats returned strong breeze - in the P. M. started the works - judge the whale well, make 30 lbs. Got but little of this of the day - got on account of rough weather. Hancock Tom is about the same off duty - Land much better - goes in his boat - Ship at anchor all day.

Thursday Aug. 17<sup>th</sup> 1882

All day at anchor in the Bay - employed in sailing, stowing oil, setting up stoves and doing other duty. strong breezes and stormy weather. Saw a few whales well. To shore. Hancock the Bay. - boats on board and ship.

For Humpbacks J. B. Borden Master, in 1882

Friday Aug. 18<sup>th</sup> 1882

All day light airs and calms. Took our anchor in the morning and made sail. Saw but two or three whales all day and they were well out of the bay. Stood to the S. in the A.M. and in the P.M. to the N. again. Employed in stowing oil, setting up, shooks &c. at night anchored under the N. shore.

Saturday Aug. 19<sup>th</sup> 1882.

All day, light winds from the S. E. ship working to the N. E. saw but a few whales. did not lower today - at night anchored under the N. shore near Lohian Island.

Sunday Aug. 20<sup>th</sup> 1882

Took our anchor in the morning for a cruise. Saw several whales. One cow & calf. chased each all day, could not strike with lower or tail. but in the P.M. Starb Boat, Capt. struck a young bull, killed him and got him to the ship by 5 P.M. left him in and then anchored.

Monday, Aug. 21<sup>st</sup> 1882

In the morning took our anchor for a cruise. Saw several whales. One cow. but could not strike. chasing all day. at night anchored under the N. shore.

Tuesday, Aug. 22<sup>nd</sup> 1882

All day light airs from various points. and good weather. got underway in the morning. saw whales. Lowered Boats and chased in the A.M. without success. About 3 P.M. saw a cow & calf in shore near Lohian. Lowered two Boats and chased when near sundown Starb. Boat struck. killed the cow and took her alongside by 5 P.M. when we anchored for the night.

Wednesday Aug. 23<sup>rd</sup> 1882

All day at anchor near the N. shore. Called all hands at 5<sup>th</sup> and hooked on and commenced cutting. Judge this cow will make 50 blbs. At 3 P.M. finished cutting in and commenced cutting up blubber. At 7 set the watch. No whales in sight today. Looks dry.



With hope in cruising for humpbacks in

Thursday Aug. 24<sup>th</sup> 1882

All day at anchor, near the point of shore under the  
Ct. shore. At 7 A.M. started the works and commenced  
boiling. Discovered a large cask (12 Bbls) sacaking in  
the main hatch. was obliged to <sup>draw</sup> the oil out and take  
the cask on deck. found that about one third of the  
oil had leaked out say 4 Bbls. At 6 P.M. set by  
anchors for the night - boiling

Friday Aug. 25<sup>th</sup> 1882

Came in with light winds from the N. and fine weather.  
Drew anchor in the morning and stood to the N. until  
10 A.M. when we tacked to the E. saw but one whale  
through the day. All hands employed in boiling, stowing  
oil &c. - finished boiling at 10 A.M. At sundown  
inched under the Ct. shore about 8 miles to the N.E.  
of Liana Island

Saturday Aug. 26<sup>th</sup> 1882

Begins with light winds from the N.E. and fine weather.  
Got underway in the morning, ran near the point  
of shore. soon after raised a sperm whale in shore, quite  
close. lowered his boat. took boat down stern  
- killed the whale and got him alongside about 12 - got  
dinner and commenced cutting at 2 P.M. At dusk  
finished cutting and anchored for the night

Sunday Aug. 27<sup>th</sup> 1882

All day lying at anchor. employed in cutting blubber  
setting up shooks. boiling and - judge the  
whale will make 50 bbls.

Monday, Aug. 28<sup>th</sup> 1882

Came in with light air and calms. - employed in  
boiling &c. At 9 light breeze from S.W. took an  
anchor and stood to the N.E. towards Toboga  
at night anchored at Oloque. Saw Schooner Isabel  
Eaton under Toboga at anchor. no whales seen  
today - finished boiling at 5 P.M. 50 bbls. cast  
ashore

## Panama Bay, and about Tobago Island

Tuesday Aug. 29<sup>th</sup> 1882

In the morn lying at anchor near Otague, calm and a strong tide setting out of the Bay. At 11 A.M. tide turned and we got underway and stood up for Tobago at 6 anchored alongside of sch. C. E. Capt. G. came on board. He reports 2 Cow whales since seeing him last 15<sup>th</sup> Mo this season

Wednesday, Aug. 30<sup>th</sup> 1882

In the A.M. starting out. Saw whales, lowered two boats and chased without success. Waist boat darted but the whale being deep did not fasten. In the P.M. took up anchor and stood up near the Flamingos and anchored in den with C. E. in the evening went on board the John T. son. Warren, at anchor in Panama. Capt. W. reports 250 Mo this season. put in leaking and make sick

Thursday Aug. 31<sup>st</sup> 1882

Comes in with light winds from the N.W. ship at anchor near the Flamingos. Sent two boats off in a cruise. No whales in sight. Saw the ship in the morning. went over board this morn. In the P.M. boats returned - and seen nothing - ship at anchor near the Flamingos

Friday Sept. 1<sup>st</sup> 1882

Comes in with light winds from N.W. and cloudy weather. got underway in the morning and stood in at the Flamingos for letters from the ship via John T. son. sent a boat on board of her for letters - obtained only one - from W. then stood to the E. cruising toward Pearl Islands. - at 10 raised a small boat, called it a boat at 11 $\frac{1}{2}$  raised a lower boat - lowered two boats at 12 and about 2 the last boat struck - killed the cow and got alongside at 5 $\frac{1}{2}$  made for last look in sail and came to anchor at 6 $\frac{1}{2}$  in 24 fathoms water, raining heavily - saw the cow at 1 $\frac{1}{2}$  Mo. Saw another Cow calf today



# John Roche On Cruising in Tanana Bay

Saturday Sept. 2<sup>nd</sup> 1882

Comes in with moderate breezes from the N.E. and quite good weather. Called all hands at 8 and breakfast and looked on to the whale at 6. In the A.M. saw several whales, two bows with blades. Saw the boat chasing nearly all day. got near enough once to start but the whale being deep did not fasten. finished cutting by 2 1/2 and commenced cutting the blubber into thinner pieces. at 5 anchored off, running heavy - at ship at anchor 8 miles S.W. of Capital Island.

Sunday Sept. 3<sup>rd</sup> 1882

Begins with light winds from the S.W. and calm. Started the works in the a.m. and commenced hauling. In the A.M. saw a bow & half a long way off being nearly lost at anchor. In the P.M. took a heavy rain & S.W. which worked round to E.W. and at all the P.M. rainy. Saw several whales but very quick to the S. At anchor all day.

Monday Sept. 4<sup>th</sup> 1882

Begins with light winds from E.W. and calm. Took an anchor in the a.m. and stood to the S. Employed in hauling. At 4 P.M. finished hauling the whale turning up to 100 lbs. At night anchored about one third of the way Chipella Island to the Pearls in 10 fathoms of water.

Tuesday Sept. 5<sup>th</sup> 1882

Begins with light winds and pleasant weather. Got underway in the a.m. and to the S.E. between the main land and Pearls Islands. Saw two Bull whales going quick to the E.W. saw a sail at anchor under San Miguel. also saw boats out cruising - at night anchored in 15 fathoms water about 10 miles off the Pearls.

Wednesday Sept. 6<sup>th</sup> 1882

Comes in with strong breezes from E.W. In the a.m. about 2 took a heavy squall of wind and rain and was obliged to put out more chain to prevent dragging. at 8 A.M. got underway and stood toward the Pearls. Capt. The risk in having on board his letter and papers - came at anchor at 11. Heavy rain.

# North Hope On Cruising about Charles Islands

Thursday Sept. 7<sup>th</sup> 1882

Begins with light air from N.W. sent two boats cruising in the morn. Saw several whales through the day. The Espreys boats struck a cow & calf yesterday but lost her. Went on board the Esprey today for a call. All on board at sundown. Ship at anchor all day.

Friday Sept. 8<sup>th</sup> 1882

Fine weather all day. Two boats cruising. Saw several whales but could not fasten. Boat went in for locconuts on Locconut Island. obtained about 50. At 4 P.M. all the boats on board. Ship at anchor off Pachana.

Saturday Sept. 9<sup>th</sup> 1882

Comes in cloudy but clears with light air from the N.W. sent two boats & must boats in the morn. to cruise among the Isles. Saw two or three whales. Called them on board again at 10. Blowing and raining. At 1 P.M. sent all three boats off again. Saw several whales. Espreys boats struck in. Saw Schooner Cabel Eaton coming down from Tobago Bay.

Sunday Sept 10<sup>th</sup> 1882

Comes in with light winds from all points of the compass and calms. - boats cruising for whales. Saw several bulls but was unable to strike. Espreys boats chasing also. Esprey took her anchor and stood down near Pachana and anchored again. Cabel Eaton going astern to the N.W. with the current. H. C. at anchor all day.

Monday Sept. 11<sup>th</sup> 1882

Comes in with light winds from N.W. and good weather. Ship at anchor. Sent off all three boats to cruise. Soon saw a cow & calf. chased them up to about 12 M. when the boats lost the run of her. made attempt by Larly boat to go on once but the whale saw the boat. L. C. boat struck a Bull which ran off shore some 10 miles and then parted line so she lost him. At sundown all our boats on board.



# Bark Hope En cruising in Panama Bay

Tuesday Sept. 12<sup>th</sup> 1882

Comes in with light winds from E. N. W. and overcast. Ship at anchor. Sent all three boats cruising. At 11 returned on board, raining heavy. Esprey got underweigh and stood to the S. E. towards the two sisters. C. E. boat struck killed and sunk a cow, working all the P. M. in trying to raise her. At 3 lowered boats with Daves struck and killed a whale, but he got away.

Wednesday Sept 13<sup>th</sup> 1882

Begins with rainy weather and moderate breezes from S. W. Ship at anchor. Boats all on board all day. At 11 took anchor and worked over to S. E. at Dusk anchored again. Esprey underweigh nearly all day. Captain Eaton raised her whale from the bottom and commenced cutting - Saw only two whales today and Esprey chasing those

Thursday Sept. 14<sup>th</sup> 1882

Comes in with calm weather. Ship at anchor all day. Two boats started on a cruise in the morning for the two sisters. At sunset returned having seen nothing. Saw only one whale from the ship today passing to the S. E. quick - Esprey and C. E. at anchor all day. The C. had her boats out cruising. The C. E. boiling one boat out from her.

Friday Sept. 15<sup>th</sup> 1882

Comes in with light wind and calm - Got underweigh in the morning and stood over toward the Island of Pachusa. One boat went on shore for sand. One boat with Capt. went on board the schooner to E. she still boiling but got underweigh and all three vessels stood over toward the Island. Capilla and anchored at night. All three Capt. gunning on board Esprey. At 10 broke up the gam,

Saturday Sept. 16<sup>th</sup> 1882

Comes in with light winds from the E. and cloudy. All three vessels got underweigh in the morn and made sail for Panama. Were employed in washing. Ship at night anchored about 10 miles from Panama. No whales in sight for two days. Raining in the P. M. and fresh breezes from the N. E.

# Bark Hope On in Panama

Sunday Sept. 17<sup>th</sup> 1882

Comes in with light winds from the N.E. and hazy weather. Took our anchor in the morning and started up the bay for Panama in too with schooner to E. and Bark Lisproy. At 11 anchored in Panama Road in 6 fathoms near Bark John Dawson. Both the other vessels also came to an anchor about the same time. After anchoring went on board the J. F. for letters and papers. Capt. Warren having our mails on board his ship. Remained on board the J. F. remainder of the day.

Monday Sept. 18<sup>th</sup> 1882

Comes in with light winds and pleasant weather. Ship in harbor of Panama. Made preparations for breaking out and coopersing oil for shipment to New York. Took out about a dozen casks of Hempback oil.

Tuesday Sept. 19<sup>th</sup> 1882

Begins with light winds and pleasant weather. All hands employed in breaking out and coopersing oil for shipment home.

Wednesday Sept. 20<sup>th</sup> 1882

Begins with light winds and calm weather. All hands waiting for lighter. Decks full of oil and can do nothing until decks are cleared.

Thursday Sept. 21

Took a lighter today. Filled her with oil and sent her on shore at night about 300 bbls of Sperrman and Hempback oil. Hands on board at work.

Friday Sept 22

Took another lighter today and put in 100 bbls of oil intending to ship. - about 175 bbls. were leave for sale about 50 bbls of Hempback on board for trade on arrival. Sent the lighter away about 2 P.M.



# Bark Hope On at Panama

Saturday September 23<sup>rd</sup> 1882

Begins with light breeze from the N<sup>W</sup>, E, and drizzling weather. called all hands in the morning but all the foremast hands refused to turn to to work. Their excuse Liberty. when refused, then wanted to see the Consul, at 8 went on shore, saw the Consul who requested to have the men brought before him. Sent the boat off for the men at 9 1/2 A.M. all foremast hands excepting Tom Kanaka came in on shore, Carpenter being one of the number. all went to the Consul and entered a complaint for not having Liberty. Consul would not listen to their complaint but ordered all on board again. they all refused to go on board but spread about in different parts of the town. At 1 P.M. took the train for Colon and home to attend to oil shipped, and purchase of Provisions out for remainder of the voyage.

Sunday Oct. 22<sup>nd</sup> 1882

This day a part of the crew went on shore for a run all came on board at night but lost a boatboarder.

Monday Oct. 23<sup>rd</sup> 1882

All day crew on board busy about ship. Nothing from Loew suppose he has deserted.

Tuesday Oct. 24

No news from Loew, J. S. Davis mate or Capt. pro tem reported him as a deserter to N. J. Consul. Ship is now nearly destitute. 2 officers 1 boatboarder, Cooper and steward all that is left, excepting Tom Kanaka.





# Park Hope On Bound For Tumbuz.

Thursday Nov. 16<sup>th</sup> 1882

At 12 M the last of the crew, H. W. Lucas & Anthony Carroll, came on board by shore boat. Having an entire new crew before the mast, Two new Boatsteerers and a new book making, all told with the Capt. 21 - In the P. M. making preparations for sea - At 5 P. M. Capt came on board with his papers - have short made sail, weighed anchor and stood out of the Roads - at 11 1/2 a breast of Taboga with moderate breezes from the E. all sail on the ship, steering S. per compass

Friday Nov. 17<sup>th</sup> 1882

Begins with light winds from E. W. and good weather. ship steering S. S. W. with all sail set Three men sick with fever Anthony Carroll, George Gale and W. Lucas. Two or three others complaining. Their names are Romero Romelio Carl Mullen and Herman Olsen. The latter with Rheumatism, attended all to the best of my ability - gave all medicine, such as Quinine, Emetics and Physic. - At 12 ship abreast of Cape Mala Dist. 23 miles. All the well part of the crew on duty getting Boats ready for whaling &c &c Mastheads manned with good lookouts for whales

Saturday Nov. 18<sup>th</sup> 1882

Begins with light winds from the W. canting to the S. and cloudy weather. Ship by the wind to the S. and S. by W. all sail on the ship - Nothing in sight all day but a few Murres - lowered Launch boat and caught four The sick with the fever are about the same. All the well employed about decks in the A. M. in the P. M. one watch below. find many of the men unable to steer or understand anything at all about the rigging - although every man forward shipped as a seaman Lat. 3.30 N

Sunday Nov. 19<sup>th</sup> 1882

Begins with light breezes from S. W. and cloudy weather ship by the wind to the S. S. E. with all sail out. The sick with the fever are a little better, George Gale is about deck but very weak and unable to do any work, those complaining are about the same - saw a sail on our weather bow on 10th Feb, we call the Jas Allen Lat. 4.48 N

Long 80.22 W

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Bark. Hoop On Bound for Turnby for Potatoes

Monday Nov 20<sup>th</sup> 1882.

Begins with light breezes from the S.W. and cloudy weather. Ship by the wind to the N.W. with all sails set. Fish employed about ship. Nothing in sight - at 12 M. looked to the S. and distant mizzen staysails and hauled it, bent it again at night. The sick are all on the gaining hand.

Lat 4.38 S. Long. by calc 84.10 W.

Tuesday, Nov 21<sup>st</sup> 1882

Begins with fresh breezes from S.W. and cloudy weather. Ship by the wind on starboard tack with all sails set on stunsails. Watchmen played about deck, getting boats up. One of the sick Mrs. Lewis came on deck this morn. and turned to work. The rest of the sick are on the gaining hand - Nothing in sight all day.

Lat 3.00 S. Long.

Wednesday Nov 22<sup>nd</sup> 1882

Begins with moderate breezes from S.W. and fine weather. Ship by the wind to the S.E. with all sails set. Nothing in sight all day but some small whale or Grampuses breaching. Looked for the breezes twice but saw none of them. Watch and the green hands that know not the rigging at work about the deck. Got out for those boats crews and watches took every man - before the mast to fell Boats crews leaving but three men all told on board when all the boats are away. Split flying jib.

Lat 2.09 S. Long. by calc 84.10 W.

Thursday, Nov 23<sup>rd</sup> 1882

Begins with fresh breezes from S.W. and cloudy weather. Ship by the wind on different tacks working up for the land near Enveraldas. In the morn. had light shower of rain. Got out flying jib and bent it at 12 M. looked ship off Enveraldas. Nothing in sight but land. At 4 P.M. tacked ship again off sever. Point Guara it. sundown bearing S.W. per compass Dist 20 miles. Today John Richardson and John Hadden were taken with shells and seven. Gave each a glass dose of quinine. Cloudy all day.

Lat 0.00 S.



## Bark Hope On Bound for Tumbez.

Friday Nov. 24<sup>th</sup> 1882

Began with fresh breeze from the S.W. in the morn. Ship on the W. tack, with all sail on but main, gaff sail, and gaff topsail. At 7 corner ship heading to the S.E. set all light sails and hauling to the W.

About 1 P.M. last night a fracas occurred with the officers and Ramando Alcior, a Chilean. The 2<sup>d</sup> mate having charge of the deck had sent Ramando Alcior, being in the Starboard watch, to the wheel. Soon after missed him from his station - on searching, found him below, called him on deck and scolded him for leaving his station. Soon after he went below again and arming himself with a sharp straight knife, blew out the light and turned in, on being called he refused to move, and when one of the watch went down with a light to call him, he brandished his knife and threatened to cut <sup>one</sup> any who disturbed him. The 2<sup>d</sup> mate went down and again ordered him on deck, but he would not stir. The case was then reported to me and I ordered the man brought on deck. The mate on being called went down with the 2<sup>d</sup> mate and others and ordered the man up, but <sup>he</sup> refused, whereon the officers laid hold of him and before he could use his knife hauled him from his bunk and forced him on deck, he resisting and fighting all the while, in the fuss he got somewhat bruised about the face.

He was then put in irons, his feet tied, and put down the main hatch, for the night. He is a sulky, insolent, cutthroat desperado, has no regard for law, life or order, and whose only desire or ambition is to make trouble, hardly a day having passed while on board but by his insolence or disobedience of orders he has been in trouble with some of the officers. They complain that they are in constant fear of their lives unless he is kept constantly in irons. I shall for the safety of all, keep him in irons for awhile or until he promises good behavior.

This morning he was taken up on deck, feet untied, irons taken off and he allowed to wash himself which he did. His breakfast of bread and water given him, which he refused to eat, and after one hour the irons were put on him again and he put below. He is that sulky, he refuses to speak when spoken to.

At 3 P.M. saw the land about Point Galera, that point bearing E. Dist 20 miles - fresh breeze from S.W. nothing in sight.



# Bark Hope On Bound for Tumbez

Saturday Nov. 25<sup>th</sup> 1882

Begins with west breeze from S. W. and cloudy weather. Ship by the wind heading in shore to the S. E. having tacked at 8 A.M. about 10 raised the land about White Point and to the N. E. that At 2 P.M. tacked off shore being just S. of it. The Pasado in sight to the S. W. made a short tack and then in and tacked off again at 6 P.M. the wind having shifted a little to the S. as it generally does towards night and then more to the W. in the P.M.

In the man Remando Alcio had considerable fever - gave him the usual remedy, Quinine has some appetite and eat of Hard Bread and Rice gruel - in the P.M. seemed rather better  
 Lat. 0 55' 0" N. Lon. 81° 45' 0" W.

Sunday Nov. 26<sup>th</sup> 1882

Comes in with moderate breeze from the S. W. and cloudy weather ship by the wind on different tacks working to the windward at 12 off Cape Pasado the wind shifting to the W. was able in the P.M. to make quite a stretch along shore to the S. At 7 tacked ship off shore about three miles to the N. E. to Alcantara - All sail out and ship working beautifully - Nothing in sight all day but land

Remando Alcio is quite well today, well enough to sugar cane against clank, and a linen washed himself and changed his clothes - We dare not free him of the Iron for fear he will do either himself or some one else an injury - he seems wild crazy and foolish - is constantly making threats, sometimes in English and sometimes in Spanish. Sometimes, when he gets out of Iron, and sometimes when he gets on shore, he <sup>will execute them</sup> takes the precaution to remove every dangerous article from near him. The mate protests giving him of his Iron and thinks our lives are not in if we do so. Last night being somewhat feverish we simply allowed the handcuffs upon his wrists, but after the threatening language he has used today, <sup>think it prudent</sup> to Iron his hands behind him and lock his feet. We have been informed by the officers of the U.S. Steamer Albatross that for us at work to the day on board that vessel, but on account of his last threat, principles and threatening language turned him ashore, though they needed men very much, tried his own way and would submit to no correction.

We consider him dangerous with the freedom of the ship.



# Barb. T. C. On Bound for Tumbex.

Monday Nov. 27<sup>th</sup> 1882

Begins with light breezes from S.W. and clouds weather  
clear by the wind working to the N. at daylight old Bar to  
sail. Two schools of small Blackfish did not leave the  
Saw plenty of porpoises today. At sundown old Bar to  
sail to the N. working at. Watch employed looking  
lying jib - Nothing new in sight all day.

In the morning, after breakfast took Ramando Alcio on  
deck for an airing. All through the A.M. he seemed mild  
like and bearable, but in the P.M. began to grow uneasy  
and turbulent. We dared not free him from his irons for  
fear of mischief, when ordered below for the night he re-  
fused to go, and we were obliged to use considerable force to  
put him down. He then began to rave and threat and con-  
tinued doing so for several hours, swearing and curs-  
ing with officers and all hands on board. For the sake of safety  
we put an extra pair of handcuffs upon his wrists, passed a  
small chain through them and made fast to stanchions be-  
low. He conducts himself now like a wild beast than a hu-  
man being.

Tuesday Nov. 28<sup>th</sup> 1882

Came in with light baffling wind from all points of the  
Northern quarter, and rains down about midnight still fast  
to the S. of St. Helena, working to the S. with a sail  
out. Watch employed about ship. At 8 took a light  
breeze from the W. which gradually increased all the A.M.  
At 10 made Point St. Helena. At 3 abreast of the Point  
and shaped our course S. E. by S. for Tumbex. Saw a sail  
ahead we called a whaler. Also passed an English Mail  
Steamer bound Ch. supposed from Tumbex.

Ramando Alcio has been very quiet all the day - has eaten  
his meals regularly. Still keep him chained do not take him  
below for fear of trouble - Steering for Tumbex with all  
sail out.

Back Hope On at Sumbez.

Wednesday Nov. 29<sup>th</sup> 1882

Comes in with light air from E. N. and calm - ship steering S. E. to S. for Sumbez. At 1 A.M. raised Dead Mans Island light 4. point on. Starb. bow changed course to S. E. E. as the current was sweeping us up the Gulf to the E. - at daylight, near calm ship about 5 miles from D. M. Island - at 8 A.M. took a light breeze from the N. steering S. saw in the P.M. three sail, two merchantmen and one we call a whaler, steering about S. E. the others were bound out of the Gulf to the S. W. At 2 P.M. saw Sumbez Point and kept off for Sumbez River - at 6 anchored off the River in 4 fathoms of water off the River with Starb. anchor - Went on shore in a fish boat to engage Potatoes and wood - Set anchor watch for the night Ramando (Ulcio) still in bronch. While on shore at night engaged 6 cords of wood from Antonio Port, and 20 Bbls. of Potatoes from Mrs. Delgado.

Thursday Nov. 30<sup>th</sup> 1882

Comes in with good weather - ship at anchor off Sumbez River - Capt. on shore - remained all night - Bargaining for wood and Potatoes - crew busy about ship excepting the sick. George Gale sick went off duty today - Heerman Olsen off duty with the Rheumatism local stuffer complaining but still about decks George Keen complaining - fever

Friday Dec. 1<sup>st</sup> 1882

Light winds and pleasant weather. crew, or well of the crew employed about ship - Capt. B. came on board today with Capt. of Port. Took on board 4 cords of Wood from Antonio Port.

Saturday Dec. 2<sup>nd</sup> 1882

All day good weather Took on board 6 cords of wood from Geo. Davis, and 2 do from Antonio Port. The well of the crew employed scraping & maintaining spars &c



Bark Hope On at Sumter, Dec. 1882

Sunday Dec. 3<sup>rd</sup> 1882

All day fine weather. ~~Reck~~ on board from Geo. Davis one load 27 Bbls. of Sweet Potatoes and one Bag of Rice. Also one load of 30 Bbls. of do 61 Pumpkins, 6 Bundles of Hops and stowed all away. Rando Alcio slipped his hand cuffs and got into the forecabin - I went him again and put him down the main hatch - Sick about the same, except Geo. Keen off duty - 4 now sick and one in irons

Monday Dec. 4<sup>th</sup> 1882

Fine, pleasant weather. This morning cleared from Custom House, settled my accounts, and at 9 A.M. took a horse for the "Lawler Estate" about one half the way from town to the mouth of the River - with the view of there taking boat for the ship and proceed to sea, but the horse proved to be a vicious one and soon after mounting him he commenced rearing and plunging about in a fearful manner, and finally fell with my right leg underneath him, on liberating myself found both bones of my right leg broken, and my ankle sprained in a fearful manner - Going on board was out of the question - sent for Doct. Crow and Capt. Davis, was taken to Doct. Crow's house and there had leg set and bandaged, - sent Capt Davis on board with instructions to get underweigh and come in again in four days - sent three men on board that I had shipped at this place - their names are; Teram-b, Croys, Fidel Seguaa, and Feliciano Garcia to whom I had advanced \$20 each, c/lrs. Delgado standing their security for which I had to pay her \$2 each and the expense of putting them on board @ \$2 - All went on board in good shape and the mate got underweigh and stood out on a cruise - Namanda Alcio still in irons down main hatch



Bark Hope On at Stumbez Dec. 1882

Tuesday Dec. 5<sup>th</sup> 1882

All day light winds and pleasant weather ship lying off and on at Stumbez - Capt. B. on shore with broken leg,

Wednesday Dec. 6<sup>th</sup>

All day light breezes and pleasant weather - ship lying off and on. Bark John Dawson came in and anchored off the river. Mr. Davis went on board of J.D. and he and Capt. Warren came up to town. Three men sick and one in irons. George Gale with fever and a sore leg which has the appearance of poison punctured the leg,

Thursday Dec 7<sup>th</sup> 1882

Moderate breezes and calms Mr. Davis went on board the J.D. ready to go on shore in the morning - ship standing off and on.

Friday Dec. 8<sup>th</sup> 1882

All day light winds and pleasant weather. Ship lying off and on. Mr. Davis came up town today. My leg is getting along as well as can be expected - intend going on board tomorrow. The sick on board about the same.

Saturday Dec. 9<sup>th</sup> 1882.

All day fine weather. Ship lying off and on - In the morning made preparations for going on board. Capt. Davis, Mr. Davis, Doct. Crow and Capt. Warren in Co. at 9 A.M. left town in Capt. Geo. Davis's boat and arrived on board the John Dawson about 1 P.M. the Bark Hope On no where in sight. I was carried in the boat on a litter and hoisted up on board the J.D. about 3 P.M. the H.C. was seen standing in and at 4 $\frac{1}{2}$  was taken on board of her by one of the J.D. boats. While on board the J.D. two men got into a wrangle and one knifed the other so that he could not live but a short time brought on by Rumm - Settled my Bills with Capt. Davis Antonio Port and Doct. Crow. He charging for settling leg and treatment \$150 One hundred and fifty Dollars which I paid but considered rather steep for 5 days treatment - Both ships underweigh and standing out to Mand S.



## Bark Hope On Bound for Coast of Chile

Sunday Dec. 10<sup>th</sup> 1882

Begins with fresh breeze from the W. and fine weather ship working to the S. and W. with all sail set In the A. M. wind came out to E. by light steering S. W. Bk. J. S. not in sight - In the P. M. wind from the S. W. clear and pleasant - commenced working on the sick by giving medicines &c considered it prudent to salivate Geo. Gale on account of poison in his system - a running sore having broken out on his leg - George Han doctored for fever - Herman Olsen for fever and Rheumatism and Carl Chutter for fever - Remanda Ucio still in irons in main hatch.

Monday Dec. 11<sup>th</sup> 1882

All day light winds and pleasant weather ship working to S. and W. with all sail out - wind about W. S. W. Ship on different tacks - Nothing in sight - Geo. Han went on duty but unable to do much, being very weak

Tuesday Dec. 12<sup>th</sup> 1882

Good fresh breeze from the S. ship by the wind working to the W. saw Sulphur Bottoms - employed about ship and looking after the sick. Remanda Ucio quiet - my leg getting along as well as can be expected although the motion of the ship is not favorable to rapid healing causes much pain

Wednesday Dec. 13<sup>th</sup> 1882

All day a moderate breeze from S. E. employed about ship, looking after the sick giving the crew tobacco &c the greater part of the men we shipped in Panama came on board without suitable clothing, scarcely anything more than what they stood in - Not one of them having any bed or bedding although every one had an advance ranging from \$20 to \$45 dollars Now they must suffer for I have not got it in the ship Today we have done what we could in making them comfortable

Thursday Dec. 14 1882

All day light winds from S. W. and S ship by the wind on different tacks - Nothing in sight sick about the same - employed in part in looking after them  
Lat 4. 15 S. Long 83 46 W.



## Bark Hope On Bound for the Coast of Chile

Friday Dec. 15<sup>th</sup> 1882

Moderate breezes all day from S. E. Ship by the wind to the S. S. W. employed about the ship and attending to the sick who are about the same and one more Alexander Romilo taken down with fever

Lat. 4 33 S Long 86 13 W

Saturday Dec 16<sup>th</sup> 1882

All day moderate breezes from S. E. ship by the wind on barbed tack employed about ship and attending the sick who are about the same - took up the fever of Alexander Romilo and he is better

Lat. 5 06 S Long 87 10 W

Sunday Dec. 17<sup>th</sup> 1882

Moderate breezes all day from S. E. and fine weather. Ship by the wind on barbed tack employed about ship and attending the sick who are no better excepting Alex Romilo who has been on deck today. Steerman Olsen with the Rheumatism is no better and all that we can do does not improve his condition in fact we think he grows worse. we have tried every expedient we can think of to alleviate him - Carl Skullers case we cannot understand at all - Nothing we can do seems to benefit him still he does not have the appearance of a sick man. He is at awful Green does not know the compass or anything about steering, nor the ropes or anything about the ship. Although he shipped for an able seaman and deserted on getting his advance and 10 Dollars was paid to Police for his arrest. A number of others knows as little as Carl Skuller about a ship and no more about steering, in fact there is but four or five that can steer anyway.

Lat 5 39 S Long 88 07 W

Monday Dec. 18<sup>th</sup> 1882

Begins with moderate breezes from S. E. and fine weather. Ship by the wind to the S. S. W. - employed about ship and attending the sick &c. U. R. on duty. Carl Skuller a little better - others about the same. Took Ramando Alcia from confinement and set him to work - appears docile but there is no knowing how long he will remain so

Lat. 6 43 S Long 89 10 W



# Bark Hope On Bound for the Coast of Chile

## Tuesday Dec. 19<sup>th</sup> 1882

Comes in with moderate breezes from S. E. and fine weather. Ship by the wind to the S. S. W. with all sail out. Nothing in sight all day - employed about deck and attending the sick &c the sick about the same. In the P. M. winds more to the E.  
Lat 7.38 S. Long 90 11 W

## Wednesday Dec. 20<sup>th</sup> 1882

All day fresh breezes from S. E. ship by the wind to the S. S. W. with all sails out - Nothing in sight all day - employed about ship and attending the sick they being about the same - but Geo. Keen worse with Dysentery  
Lat. 8.43 S. Long. 91.10 W.

## Thursday, Dec. 21<sup>st</sup> 1882

All day fresh S. E. trades and a rough sea - Ship by the wind to the S. S. S. W. with all prudent sail out. took in Main topgallt staysail & Gaff. topsails & split foretopgallt sail and took it in. Watch employed about ship and attending the sick. Geo. Keen and Carl Muller rather better - the others about the same. - Nothing in sight all day -  
Lat. 10.52 S. Long. 92.11 W.

## Friday Dec. 22<sup>nd</sup> 1882

Begins with fresh S. E. trades and a rough sea. Ship steering by the wind to the S. - Nothing in sight all day - Watch employed about ship and attending the sick. All of whom are much better.  
Lat. 13 08 S. Long. 93.45 W.

## Saturday Dec. 23<sup>rd</sup> 1882

All day fresh S. E. trades. Ship by the wind to the S. S. W. with all sails out - Nothing in sight - Watch employed about ship - the sick Geo. Keen, Norman, Olsen and Geo. Gale about the same - Carl Muller on duty  
Lat 15.30 S. Long 94.55 W.



# Bark Hope On Bound for the Coast

Sunday Dec. 24<sup>th</sup> 1882

All day fresh S.E. trades. Ship by the wind to the S. S. W. with all sail out. Nothing in sight.

Watch employed about ship. The sick about the same, except Herman Olsen with the Rheumatism nothing we can do for him seems to do any good. We have tried everything we can think of to help him.

Lat 19° 36' S. Long 96° 10' W.

Monday Dec. 25<sup>th</sup> 1882

All day strong S.E. trades. Ship by the wind to the S. & S. by W. with all light sails in and furled. Watch about decks but doing little. Spending Christmas as best we can. The sick about the same. Geo. Keen and Geo. Gale seem to be full of the malarial poison. Keen in addition has a severe Diarrhoea and we can do nothing to check it.

Lat 19° 39' S. Long 96° 30' W.

Tuesday Dec. 26<sup>th</sup> 1882

Commences in with fresh breezes from S.E. and quite good weather. Ship by the wind to the S. & S. by E. In the morn saw a sail, a merchantman steering to the N. W. Had all light sails on the ship by 10 A.M. At 8 A.M. Ramundo Alcio refused to come on deck when called. Also refused to obey orders and by using abusive and threatening language to the mate, Mr. Davis, was put in irons again and placed in the hold. He has been out of irons only eight days.

Lat 21° 52' Long 96° 45' W.

Wednesday Dec 27<sup>th</sup> 1882

Begins with fresh breezes from S.E. and clear weather. Ship by the wind to the S. with all prudent sail out. Nothing in sight all day. Watch employed about ship. The sick about the same. All are wanting clothes but we have not enough for a full supply. Scarcely one that shipped in Panama brought any clothing with them.

Lat 22° 58' Long 96° 30'



# Bark Hoop On for the coast of Chile

Thursday Dec, 28<sup>th</sup> 1882

Begins with moderate breezes from S.E. and clear weather. Ship by the wind to the S. with all sail out. Last night about 7 commenced raining and continued moderately until about 11 when it cleared up and a breeze sprang up from S.E. Watchmen employed about ship. Receiving new main and fore top sail braces. Lashing, lashing pennants &c &c George Keen is worse, is growing thinner and weak every day. George Gale about the same. The sore on his leg shows no disposition to heal. Herman Olsen is a little better still is not able to work. Jacob Mueller stands his watch though far from being well. Ramanda Olcin who is too ugly to work is still in irons in the main hold where he was put yesterday. He is quiet. Dressed out to the line today nearly all our clothing scarcely one suit of clothes but supplied those that needed it the most first and did the best we could with what we had.

Lat 26.30 S. Long 96.15 W.

Friday Dec, 29<sup>th</sup> 1882

All day light baffling winds from the E. and clear weather. Ship by the wind to the S.S.E. with all sail out. Nothing in sight all day. Watchmen employed about ship. The sick about the same. Geo. Gale off duty with a sore leg. Heren sore. All the rest except Ramanda Olcin, about deck but two Geo. Keen and Herman Olsen are useless although Keen stands his watch. Olsen is stiff and can scarcely walk.

Lat. 28.18 N. Long 96.00 W.

Saturday Dec, 30<sup>th</sup> 1882

All day fine weather with wind from E. Ship steering by the wind to the S.S.E. with all sail out. Nothing in sight all day. Crew employed about ship. The sick about the same. Killed the Pig Jack.

Lat. 29.59 S. Long. 95.45 W.



# Bark Hope On Bound for the Coast of Saltillo

Sunday Dec. 31<sup>st</sup> 1882

Comes in with light winds from the E and fine weather  
Ship by the wind to the S. E. with all sail out  
Nothing in sight all day but one or two birds

Watch enjoying the sublimity. The sick about the same  
Water blue and clear Ship steering for Juan  
Hernandez Lat 31 16 S. Long. 94 49 W.

Monday January 1<sup>st</sup> 1883

This gear begins with moderate breezes from N. E.  
and fine weather. Ship by the wind to the N. E.  
and E. S. E. with all sails out Nothing in sight  
Bound for Juan Hernandez The sick about the same  
Watch employed about the ship, Ramanda Alvir  
still in drons in the hold makes no promises of  
good behavior. Deem it prudent to keep him there  
to prevent mischief. Lat. 32. 42 S. Long. 93. 47 W.

Tuesday Jan. 2<sup>nd</sup> 1883

All day fresh breezes from the E and cloudy weather.  
Ship by the wind to the S. S. E. & S. E. with all  
sail out. Nothing in sight all day. The sick  
are on the gaining hand - George Keen on deck  
George Gale and Herman Olsen a little better  
Olsen about decks but Gale still below.  
Lat. 33. 36 S. Long. 92. 53 W.

Wednesday Jan. 3<sup>rd</sup> 1883

All day strong breezes from the E and N. E. with  
cloudy weather. Ship by the wind to the S. E.  
with all prudent sail out. Some sail stand-  
ing to the N. W. Watch employed about the ship.  
The sick are about the same as yesterday  
Ramanda Alvir still in drons in the hold.  
Lat. 33. 41 S. Long 92. 32 W.

Thursday Jan. 4<sup>th</sup> 1883

All day strong breezes from the N. E. and cloudy  
weather. Ship by the wind to the S. E.  
Nothing in sight all day - The sick are the  
same Lat 33. 34 S No Obs.



## Bark Hope On Bound for the coast of

Friday Jan. 5<sup>th</sup> 1883

All day light baffling winds from the W and N.W. with light drizzling rain. Ship steering E by N with all sails set. Nothing in sight but one fin back.  
Lat. 33 21 Long. 90 23 W

Saturday Jan. 6<sup>th</sup> 1883

Comes in with fresh breeze from S and S.E. - Ship by the wind to the E and N.E. - in the P.M. wind hauling to the E. and blowing on - reduced sail by taking in light sails and putting one reef in each of the topsails.  
Lat 33.34 No Obs.

Sunday Jan. 7<sup>th</sup> 1883

All day fresh breeze from the E. and clear weather. Ship by the wind to the N.E. with all, spruce sail on - light sails in and one reef in the topsails. In the P.M. saw a sail on Port tack standing to the S. George Gale still below off deck. Heermann Olsen absent decks days but tonight goes below.  
Lat. 32.02 S. Long. 88.33 W

Monday Jan. 8<sup>th</sup> 1883

Comes in with fresh breeze from the E. and clear weather. Ship by the wind to the S.E. with all sail set - Nothing in sight in the P.M. wind hauling to the E. N.E. At 8 P.M. ship heaving E. with light winds.  
Lat. 32.35 S. Long. 87.53 W

Tuesday Jan. 9<sup>th</sup> 1883

Begins with light winds from N.W. and fine weather. Ship steering E per compass with about one and half points E. variation. Watchmen employed in repairing sails, unbending old and bending new ones &c. The sick about the same excepting another Alexander Romlie taken down with fever yesterday.  
Lat. 33.02 Long. 87.11 W



Chilean Whaling in 1883

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Wednesday Jan. 10<sup>th</sup>

Begins with moderate breezes from the N.W. and somewhat cloudy weather - Ship steering E. per compass with all sail out. - Nothing in sight - Watch repairing main top sail and doing other work aboard ship - She sick about the same George Keen complaining but about the docks Alexander Bernier on duty.

Lat 33° 28' S. Long 83° 31' W

Thursday Jan. 11<sup>th</sup> 1883

Comes in with light winds from the N.W. and good weather - Ship steering E. N. E. by compass with all sail out for the Island of Meusefeara - One sail in sight on starb quarter steering to the E. At night shortened sail to allow the sail on the quarter to come up

Friday Jan. 12, 1883

Comes in with moderate breezes from N.W. and fine weather - Steering E. N. E. for Meusefeara which is in sight bearing E. by N. She sail we saw yesterday astern about three miles Dist. at 9 spoke her - Bk. Albert William - Bk. of Liverpool 48 days from Guayaquil with coffee for Valparaiso sent letters by her and obtained a small quantity of Quinine - One other sail in sight to the seaward - At sunset close to Meus. on the N.

Saturday Jan. 13<sup>th</sup> 1883

All day light winds and pleasant weather - Steering for Juan Hernandez with all sail out - One sail in sight steering to the E and one by the wind to the N. Watch employed about ship felling lines for fishing etc - Saw a few birds but no other signs of whales - Saw Juan in the P. M. At 9 P. M. bore to off N. surf.



# Bark Hooper On-Cruising Off Chile

Sunday Jan. 14<sup>th</sup> 1883

Came in with light breezes from the W. and fine weather - Ship standing in for the Island of Juan at 9 A.M. Mr. Davis with Launch boat and boat crew left the ship for the shore, being about two miles from the shore, on landing just N. of the settlement, for the purpose of fishing and to land Ramendo Alciv. Taking him along in the boat still in irons, but the mates took the irons from him on putting him on shore, and gave him about a dozen ~~biscuits~~ biscuits and directed him to the settlement about one mile distant. The settlement about a year ago contained from 80 to 100 people. - Chileanians - whose principal business is in growing stock and produce, shipping to the mainland. Ramenda Alciv has been in irons the greater part of the time since leaving Panama, being so contrary that he would not work, and of such a murderous, malicious, treacherous disposition that we dared not loose him from irons. Not having any proper place to confine him for any length of time, <sup>from board</sup> and fearing a mutiny among the crew, or an uprising, and fearing injury from him to some of the officers or crew, if he should be loosed from irons, we came to the conclusion, the most safest, and most humane plan would be to put him on shore among his own country people. Such was the dread, or fear of injury from this man that Mr. Davis refused to take him in the boat for the shore free of his irons. After landing Ramendo the boat crew caught about 20 fish and two 2 crew fish arriving on board about 2 P.M. Then kept ship off E. S. E. for the coast, cruising - At sunset Juan about 20 miles Dist.

Monday Jan. 15<sup>th</sup> 1883

All day light baffling winds from S and S.W. Ship steering E. S. E. with all sail out for the coast - Saw several Sulphur Bottoms - Water rather green and somewhat thick with Gallon Drops and other animalcules - Nothing more in sight - Watch employed about ship - The sick about the same

Lat. 33° 54' S. - Long 77° 02' W.



# Bark Hooper On Cruising on Chile

Tuesday Jan. 16<sup>th</sup> 1883

Comes in with fresh breezes from the S.W. and clear weather. Ship by the wind to the S.E. under easy sail, cruising - Saw several Sulphur Bottoms through the day - One sail in sight steering to the S.E. by the wind - Watch repairing, jib and attending to other duties about ship.

At 5 P.M. raised Sperm Whales by George Keen. Lowered two boats and chased Lat 34° 28' S. Long 76° 08' W. without success.

Wednesday Jan. 17<sup>th</sup> 1883

First fresh light winds from the S.E. and good weather. Ship by the wind on opposite tacks chasing whales which proved to be Sulphur Bottoms - plenty around the ship - In the P.M. standing to the N.E. with all sails out, cruising saw Sulphur Bottoms Grampuses &c.

Lat. 34° 51' S. Long. 75° 12' W.

Thursday Jan. 18<sup>th</sup> 1883

Comes in with light airs and calms. Ship standing S.E. with all sail out cruising - Saw Sulphur Bottoms and Grampuses & some birds - Water rather green and thick. The sick no better but Herman Olsen rather worse. George Keen the same, while George Gale has three running sores on one of his legs, which show no disposition to heal. In the P.M. fine pleasant weather.

Lat 34° 55' S. Long. 75° 00' W.

Friday Jan. 19<sup>th</sup> 1883

Begins with a gale from the S.W. and overcast - Ship by the wind on opposite tacks cruising with all prudent sail out - Saw Sulphur Bottoms and Gongs. Water green all day. The sick the same.

Lat. 35° 43' S. Long. 74° 26' W.



## Bark Hope On Cruising on the Coast of

Saturday Jan, 20<sup>th</sup> 1883

All day a gale from S.W. and rough weather  
 Ship by the wind on opposite tacks - cruising under all  
 prudent sail - Double reefed topsails - Saw Sulphur  
 Bottoms and some birds - Water green - Watch employed  
 about ship - Nothing more in sight - The sick no  
 better, but Geo. Keen worse

Lat. 33.42 S. West Long. 74.28

Sunday Jan, 21<sup>th</sup> 1883

All day a gale of wind from S.W. and clear  
 weather, but a heavy sea running - Ship by the  
 wind on opposite tack under prudent sail cruising  
 Nothing in sight but Sulphur Bottoms and Birds  
 Water green - Watch employed about ship and  
 spending the sabbath - The sick no better

Lat. 33.28 S. Long. 73.13 W.

Monday Jan, 22<sup>nd</sup> 1883

All day a gale from S.W. and quite clear weather -  
 Ship by the wind on opposite tacks cruising  
 Saw Sulphur Bottoms and birds, water green  
 Watch employed about deck - The sick no better

Lat. 33.20 S. Long. 73.00 W.

Tuesday Jan, 23<sup>rd</sup> 1883

All day a gale from S.W. and somewhat cloudy  
 Ship by the wind under double reefed topsails  
 on opposite tacks - Nothing in sight but Sulphur  
 Bottoms and birds - Water green - Geo. Keen  
 a little better, the others about the same

Lat 34.34 S. Long. 73.40, W.

Wednesday Jan, 24<sup>th</sup> 1883

All day a gale of wind from S.W. and clear  
 weather, Ship by the wind on opposite tacks  
 with all prudent sail out, cruising  
 Saw Sulphur Bottoms and birds  
 Water green The sick the same

Lat 34.46 S. Long 76.12, W.

# Chile in the Year of 1883

Thursday Jan. 23<sup>rd</sup> 1883

All day a gale of wind from the S.E. - Nothing in sight - The sick about the same - George Keen improving - Lat 34° 44' S. Long. 74° 44' W.

Friday Jan. 24<sup>th</sup> 1883

All day a gale from S. and clear weather Ship under short sail to the E. - Nothing in sight - Lat 34° 42' S. Long. 73° 48' W.

Saturday Jan. 25<sup>th</sup> 1883

Comes in with fresh breezes from the S. and quite clear weather Ship by the wind to the S.E. with all prudent sails on - Saw a Bark steering N.E. at 4 P.M. 43 miles from Abasco River bearing S.E. - George Keen improving, the rest of the sick about the same - Lat. 33° 03' S. Long. 73° 22'

Sunday Jan. 26<sup>th</sup> 1883

All day strong breezes from S. Ship heading to W. S. W. off shore - Saw Hemipacks and Sulphur Bottoms - Nothing more in sight - Lat 33° 10' S. Long. 73° 22'

Monday Jan. 27<sup>th</sup> 1883

All day fresh gales from the S. Ship under all prudent sail - Close reefed main top sail - hove to - saw a sail steering N.E. - Lat 33° 19' S. Long. 73° 18' W.

Tuesday Jan. 28<sup>th</sup> 1883

Blowing a gale from the S. all day - Ship heading off shore under easy sail - hove to - Nothing in sight - George Keen came on out - the rest of the sick about the same - Lat. 34° 53' S. Long. 73° 41' W.

Wednesday Jan. 29<sup>th</sup> 1883

Blowing a gale all day from the S. Ship hove to all day heading off shore to the W. saw a sail steering to the N.E. - Lat. 34° 26' S. Long. 74° 12' W.



# Bark Hope On. of New Bedford Cruising

Thursday February 1<sup>st</sup> 1883

Comes in with a moderate gale from the S. and quite clear weather. Ship to the wind to the W. S. W. with all prudent sail out. Nothing in sight all day. but Sulphur Bottoms.

Lat. 33.59 S Long. 74.33 W

Friday Feb. 2<sup>nd</sup> 1883

Comes in with fresh gales from the S. and quite good weather. Ship to the W. in the am. but tacked to S. E. at 8 A. M. quite good weather but strong current to the N. saw Sulphur Bottoms. the sick the same.

Lat. 34.06 S. Long. 73.43 W.

Saturday Feb. 3<sup>rd</sup> 1883

Begins with a gale from the S. and cloudy weather. Ship by the wind on opposite tacks under short sail. Nothing in sight. the sick about the same but George Gale's leg is getting worse as the sore increases in size. Lat & Long. about the same as yesterday.

Sunday Feb. 4<sup>th</sup> 1883

All day a gale from the S. and cloudy weather. Ship by the wind on different tacks trying to hold up but find ourselves setting off every day. Strong gales and strong currents to work against. At about 12 M. raised a sail on port tack to the W. while we are to the E. but when abreast of us we were to the W. also. Call the strange sail the John & Winthrop. At sundown both ships were to the E.

Lat 34.06 S. Long. 74.30 W.

Monday Feb. 5<sup>th</sup> 1883

All day blowing a gale from the S. with cloudy weather. Ship by the wind on different tacks under easy sail. the strange sail in sight to the windward. Signalled her and her to be the John & Winthrop of N. B. both vessels holding up to windward. Saw Galleys and some help. several Sulphur Bottoms and Humpbacks. Water rather green. the sick no better.

Lat 34.13 S. Long. 74.12 W.



# On the Coast of Chile in the Year of 1883

Tuesday Feb. 6<sup>th</sup> 1883

All day blowing a gale from the S. and squally weather. Ship by the wind under short sail. Held up the best we can. but still going to the lea day by day being unable to carry sail and a strong current setting to the N. - Last night split and tore miz. Staysail. - Nothing in sight all day but a few birds. Sulphur Bottoms, Mammals, and porpoises. Lat. 33.31 S. Long. 74.43 W.

Wednesday Feb. 7<sup>th</sup> 1883

Comes in with fresh gales from the S. and cloudy weather. Ship by the wind to the S. S. E. under easy sail. Having split the foretop sail last night. By 12 moderate had foretop sail reefed mended and set. and main sail jibb and spanker set in the P. M. had flying jibb set. - saw Sulphur Bottoms. In the P. M. quite moderate. Nothing more in sight. Lat. 33.40 S. Long. 74.54 W.

Thursday Feb. 8<sup>th</sup> 1883.

Comes in with moderate breezes from the S. S. E. and overcast. Ship heading to the S. W. under easy sail. At 7 wore ship to the S. and made all sail but foretop sail. - saw several Sulphur Bottoms and some birds. At 12 M. nearly calm. Nothing more in sight. George Gale's leg growing worse. The sore upon it getting larger all the time. it shows no disposition to heal. Herman's Oiler is no better. No medicine, or anything we do for him does any good. No Obs.

Friday Feb. 9<sup>th</sup> 1883

Comes in with moderate breezes from the S. and overcast. Ship by the wind on different tacks working to the S. - saw fowls and some black birds, and one school of porpoises. Ship with all sail set. In the P. M. saw the John & Winthrop standing to the S. Lat. 34.20 S. Long 73.46 W.



## Bark. Hope On of New Bedford Cruising

Saturday Feb. 10<sup>th</sup> 1883

Comes in with moderate breezes from S, S. W. and good weather. Ship by the wind to the S. E. with all sail set. At 11 $\frac{1}{2}$  raised sperm Whales by going quite quick to windward at first. At 1 P.M. lowered two boats Lark and Wrist at 2 $\frac{1}{2}$  Lark boat struck and then Wrist boat struck another. Saw about a dozen Whales and they had milled to the leeward before the boats struck - killed them 40 bbl Bulk - Took Wrist boat whale first about 6 P.M. and Lark boat whale just at dusk - secured the whales - took in sail and set the watch - blowing a gale

Lat. 34.57 S. Long. 73.00

Sunday Feb. 11<sup>th</sup> 1883

Comes in with a gale from the S. and clear weather, after breakfast. hooked on and cut in the body of one of the whales - too rough for the head - In the P.M. cut the body of the other whale - rough cutting - ship before the wind to the N. the only way was able to cut. at night luffed to the wind with both whales to leeward.

Lat. 34.37 S. Long 72.35 W.

Monday Feb. 12<sup>th</sup> 1883

Begins with a gale from the S. kept ship before the wind and took in one of the heads - too rough for the other - luffed the ship to the wind with the whale to the leeward. too near the land to come to on the other tack, In the P.M. clearing away head - started the works. old Br. Bark ran down passed at the P.M. bound to Valparaiso - did not ascertain his name &c

Tuesday Feb. 13<sup>th</sup> 1883

Comes in with a gale from the S. and a heavy sea and cloudy weather. Ship going to under easy sail to the W. S. W. all hands employed in hauling and clearing away - Head &c In the P.M. kept ship off before the wind and made an attempt to take the head of the whale but found the weather so rough and sea having bursted, cut from the carcass & kept ship off.



On the coast of Chile in the Year of 1883

Wednesday Feb. 14<sup>th</sup> 1883

Comes in with a gale from S. and cloudy weather. Ship steering N. N. W. under close reefed maintopsail and foresail, boiling - with a heavy sea running. After breakfast set whole maintopsail to steady the ship, also set foretopsail - very rugged - all hands employed in boiling and doing other work about the ship. Nothing in sight in the A. M.

Lat. 31.20 S Long. 72.55 W.

Thursday Feb. 15<sup>th</sup> 1883

Comes in with a gale from the S. and a heavy sea running. Ship steering N. N. W. under whole topsails & foresail, boiling. At 12 M. kept ship N. per compass. One sail in sight steering to the N. In the forenoon finished boiling and put on fat-bean - set the maintopgalt sail to steady the ship being rough.

Lat. 28.34 S.

Friday Feb. 16<sup>th</sup> 1883

Comes in with fresh breezes from the S. and cloudy weather. Ship steering N. per compass with all drawing sail set - One sail in sight steering to the N. Water employed in stowing oil and other work about the ship. Saw one finback in the morn - Water clear and blue. George Gale is a little better. The sores on his leg seem to show some inclination to heal. Heerman Olsen about the same.

Lat. 25.46 S.

Saturday Feb. 17<sup>th</sup> 1883

Comes in with light winds from the S. and cloudy weather. Ship steering N. N. E. with all sail, out-cruising. One sail in sight steering like ourselves. In the P. M. sent a boat on board of her with letters to mail - She proved to be the German Bark Pax, Capt. Tom, Master of Valparaiso. 3 days from Corneille in ballast for Pisco - for a cargo of Nitrate for Hamburg. The sick about the same - little or no improvement except George Keen who has swelled and sore leg but is not off duty.

Lat 23.43 S. Long. 72.15 W.



## Bark Wipe On Cruising down On Peru

Sunday Feb. 18<sup>th</sup> 1883

Comes in with light breezes from the S. E. and good weather but overcast - ship steering S. E. by E. all day with all sail out cruising - saw one finback porpoises and skipjack Nothing more in sight - George Gale was taken with shulls and fever. George Keens legs are worse. Herman Aslen the same. At sun-  
down shortened sail for the night.

Lat. 22° 21' S. Long. 71° 14' W.

Monday Feb. 19<sup>th</sup>

Comes in with light winds from S. E. and fine weather. Ship steering N. E. with all sail out having made sail in the morn. All night steering N. ½ W. per compass. One point and a half variation, Easterly. Nothing in sight all the A. M.

Lat. 21° 26' S. No Obs. for Long.

Tuesday Feb. 20<sup>th</sup> 1883

Begins with moderate breezes from S. E. and fine weather. Ship all night steering N. by W. under easy sail. In the morn saw the land and one sail steering to the N. E. - also saw finbacks sulphur bottoms and albacore and one or two swordfish. At noon kept ship N. E.

Lat 20° 14' Land in sight

Wednesday Feb. 21<sup>th</sup> 1883

Begins with light winds from the S. E. and cloudy weather. Ship steering N. by W. with all sail set - saw finbacks and porpoises - also saw the land about 30 miles Dist. to the S. south of Arica. At sunset took in sail and kept the ship N. W. by W. 1½ points variation to the S.

Lat. 18° 33' S. No Long.

Thursday Feb. 22<sup>nd</sup> 1883

Came in with light winds from S. E. and fine weather. Land to the N. W. of Arica plain in sight - made sail and kept ship W. N. W. saw several sulphur bottoms and two swordfish heaved for the fish but without success.

Lat 17° 31' S.



# Bark Hope On Cruising On the Coast of Peru

Friday Feb. 23<sup>rd</sup> 1883

Comes in with light breezes from S.E. and overcast. Ship steering W. per compass through the night under easy sail. In the morning kept her N.W. saw two or three Sulphur Bottoms in the A.M. In the P.M. caught several Albucos saw some Drift-stuff such as grass twigs &c. - Water somewhat green

Lat. 17° 22'.

Saturday Feb. 24<sup>th</sup> 1883

Begins with light winds from the S.E. and fine weather. Ship all night steering to the W. In the morn made sail and kept ship N.W. per compass, saw two finbacks, also saw the band on Star-Beam. Cooper employed in setting up oil shooks - Watch busy about deck - George Gale is rather gaining - Steersman Olsen about the same

Lat. 16° 31' S. Long. 73° 37' W.

Sunday Feb. 25<sup>th</sup> 1883

Begins with light S.E. trades and cloudy weather all night ship steering W. In the morning made sail and kept ship W.S.W. a short heavy sea setting in from the S. so kept ship up S.W. by W. a little more than one point variation - Saw nothing all the A.M. but one Sulphur Bottom - Water rather green. Winds very light at M. scarcely steerage way on the ship. In the P.M. fresh breezes from S.E. saw some birds, just at night saw a whale spout two or three times - called it Sperm whale. Shortened sail and luffed to the wind standing on opposite tack through the night

Lat. 16° 13' S. Long. 75° 00' by local.

Monday Feb. 26<sup>th</sup> 1883

Comes in with fresh S.E. Trades. Ship steering various courses through the day, cruising with all prudent sail out. nothing in sight in the A.M. but one finback and a few birds. Skipjack around the ship - caught several Cooper setting up shooks - watch stowing main hold and doing other jobs about ship. At sunset took in sail and steered W.S.W. all night. The winds moderate from S.E.

Lat. 16° 30' S. Long 73° 10' W.



# Bark Hope On Cruising On the Coast of Peru

Saturday Feb. 27<sup>th</sup> 1883

Begins with light breezes from S.E. and fine pleasant weather. Ship in the morn and A.M. steering W.S.W. with all prudent sail out. Saw Humbucks and Water which we could not make out. Cooper setting up shooks. Watch employed about deck. In the P.M. steering S.W. per compass, one point E. variation.

Lat. 13° 56' S. Long. 77° 08' W.

Wednesday Feb. 28<sup>th</sup> 1883

Begins with light airs from S.E. & fine pleasant weather. Ship by the wind in the morn under easy sail - made all sail and kept the ship by the wind - Nothing in sight - Cooper setting up shooks - Watch busy about deck. - George Gale is getting better, the sores on his leg are healing. He about decks during the day. Heerman Allen no better.

Lat. 16° 30' S. Long. 77° 47' W.

Thursday March 1<sup>st</sup> 1883

Begins with moderate breezes from S.E. and fine weather. Ship by the wind to the S.S.W. with all sail out steering for the coast of Chile. Nothing in sight but birds Sheppard and Albaron - Cooper setting up shooks. Crew filling casks in the hold with salt water, and doing jobs of work about deck.

Lat 18° 16' S. Long. 80° 32' W.

Friday Mar. 2<sup>d</sup> 1883

Begins with light S.E. trades and fine weather. Ship by the wind to the S.S.W. with all sail out for Chile. Cooper finished the shooks this A.M. also finished filling water - put down about 130 bbls - Nothing in sight all day - George Gale has skills this P.M.

Lat 19° 56' S. Long 80° 40' W.

Saturday Mar. 3<sup>d</sup> 1883

Begins with light winds from S.E. and fine pleasant weather. Ship by the wind to the S.W. with all sail out. Nothing in sight all day. Watch at various jobs about ship.

Lat 21° 36' S. Long 82° 05' W.



# Bound for the coast of Chile

Sunday March 4<sup>th</sup> 1883

Comes in with light baffling winds from the S. and fine weather ship by the wind to the S.W. Nothing in sight all day. In the P.M. Tacked ship to the E. the wind hauling to the S. Watch enjoying the sabbath. Water blue and clear - No birds fish or anything to be seen.  
Lat. 22° 06' S. Long. 83° 03' W.

Monday Mar, 5<sup>th</sup> 1883

Begins with moderate breezes from S.E. and fine weather ship by the wind to the S.S.W. and S.W. wind hauling to the S. Having tacked ship last night about 11 P.M. Nothing in sight all day - Water Blue and clear - Watch employed about deck at various jobs.  
Lat. 22° 54' S. Long. 84° 43' W.

Tuesday Mar, 6<sup>th</sup> 1883

Comes in with fresh breezes from S.E. and clear weather. Ship by the wind to the S.S.W. with all sail out. Nothing in sight all day. Watch employed about deck. The two sick ones George Gale and Herman Olsen about the same.  
Lat. 24° 08' S. Long. 85° 33' W.

Wednesday, Mar, 7<sup>th</sup> 1883

Comes in with fresh breezes from S.E. and cloudy weather. Ship by the wind to the S.S.W. One point and a half variation - Nothing in sight all day. Watch employed about the ship - No change in the sick.  
Lat 25° 44' S. Long. 87° 30' W.

Thursday Mar, 8<sup>th</sup> 1883

Begins with fresh breezes from S.E. and cloudy weather ship by the wind to the S.S.W. with all sail out - Nothing in sight all day - Watch employed about ship.  
Lat. 26° 44' S. Long. 88° 31' W.

Friday Mar, 9<sup>th</sup> 1883

All day fresh breezes from S.E. and a heavy swell from the same quarter - Ship by the wind to the S.S.W. per compass - one and a half points E variation - Nothing in sight.  
Lat 28° 06' S. Long. 89° 33' W.



# Bark Hope On Bound for the Coast of Chile

Saturday, March 10<sup>th</sup> 1883

Begins with strong breezes from S. E. and a heavy swell from the same quarter. Ship by the wind to the S and S by W. wind inclining to the E. All light sails taken in last night in squally weather. At 6 P. M. set maintopgall sail and flying jibb and sent down for repairs the foretopgall sail having split split it in a squall on taking it in. All night moderate set light sails, wind hauling to the E.

Lat. 29° 44' S. Long 91° 30' W.

Sunday March 11<sup>th</sup> 1883

Begins with light breezes from the E. and fine weather. Ship by the wind to the S. S. E. with all sail except F. D. Gall sail on. Nothing in sight all day. The sick no better. Good seeing. Water blue and clear.

Lat. 31° 26' S. Long. 91° 25' W.

Monday, March 12<sup>th</sup> 1883

Comes in with light baffling winds from S. W. and calms. Ship working to the S. E. - Watch employed in repairing F. D. Gall sail - setting up Bob Stays &c. Nothing in sight.

Lat. 32° 04' S. Long. 91° 32' W.

Tuesday, Mar. 13<sup>th</sup> 1883

All day light airs and calms - Ship working to the S. E. with all sail set - Nothing in sight - Watch employed about ship.

Lat. 32° 44' S Long. 90° 15' W.

Wednesday, Mar. 14<sup>th</sup> 1883

Comes in with fresh breezes from S. and W. and squally weather. Ship steering E. S. E. with all sail out. Nothing in sight. Took a light breeze about 12 last night which gradually strengthened to a good whole sail breeze with squalls - George Gale gaining slowly. Harmer Olsen no better.

Lat. 33° 40' S. Long. 87° 30' W.



Bark Hope On Cruising on the Coast of Chile

Thursday Mar. 15<sup>th</sup> 1883

Begins with strong breezes from the S. and squally weather. Ship by the wind to the E with all precedent sail out - Light sails taken in all the A. M. In the P. M. set main top. Galt. sail and flying jib - Nothing in sight all day

Lat. 34° 00' S. Long. 83° 00' W.

Friday Mar. 16<sup>th</sup> 1883

Came in with light winds from the S. S. E. and clear weather - Ship by the wind with all sail out - Nothing in sight but a few birds - Watch employed about ship - The sick about the same - Water blue -

Lat. 34° 08' S Long. 83° 04' W.

Saturday. Mar. 17<sup>th</sup> 1883

Begins with moderate breezes from S. S. E. and fine weather. Ship by the wind to the E. At daylight saw the Island of Masafuera bearing E N E Dist. by lead, 30 miles - Nothing more in sight all day - At sunset Masafuera bore N true Dist. 26 miles - Judge our ship, to be some 10 miles to the E of the ship - - Sick the same

Lat. 34° 11' S. Long. 80° 30' W.

Sunday Mar. 18<sup>th</sup> 1883

Commences with moderate breezes from S. W. and hazy weather, Ship steering S. E. by S. with all sail out - Nothing in sight all day. In the P. M. the wind hauled to the W. and squally looking much like rain

Lat. 33° 16' S. Long. 78° 30' W.

Monday. March 19<sup>th</sup> 1883

Begins with nasty rainy weather, a strong gale from W. N. W. Ship steering S. E. by E. under easy sail - Nothing in sight all day. At 11 A. M. the changed suddenly into the S. W. with light rain and thick weather - Took in all light sails, mainsail, spanker and jib and close reefed the topsails. In the P. M. somewhat moderate but thick rainy weather - made some sail - Water blue and clear - The sick about the same - - - No Obs.



## Bark Hoop On Cruising On the Coast of Chile

Tuesday March 20<sup>th</sup> 1883

Begins with light breezes from the S.W. and fine weather. In the noon, made all sail on the ship for cruising. Saw several Sulphur Bottoms, two or three Blackfish and a number of Goney's all in the A.M. In the P.M. calm until 3 o'clock. Saw Sulphur Bottoms and Goney - Water rather green with plenty of Bright-eyes and Sal-low Drops and some jellies

Lat. 36° 24' S. Long. 75° 57' W.

Wednesday Mar. 21<sup>th</sup> 1883

Comes in with light airs from the S.W. and calm weather. Ship by the wind to the S.E. with all sail set cruising - Saw the land at sunrise off to the S. of Meana Island. - Saw some birds. Sunfish &c Water green and thick

Lat. 37° 29' S. Long. 173° 44' W.

Thursday Mar. 22<sup>nd</sup> 1883

Comes in light airs and calm nothing in sight but land. Ship working to the S.E.

Friday Mar. 23<sup>rd</sup> 1883

Comes in with light baffling winds from the N. & W. and hazy weather. Ship working to the S. for the Island of Mocho for the purpose of obtaining potatoes. Sailed to the S. of St Mary's and one sail, a Merchant-man working to the N. in sight. Saw a whale making "White Water" steered for it but saw no more. Saw one finback and two or three Humpbacks. Water all day green and thick with some birds around

Lat. 37° 44' S.

Saturday Mar. 24<sup>th</sup> 1883

Comes in with light winds from the N. & W. and thick rainy weather. Ship steering to the S. for the Island of Mocho. In the P.M. blowing on - Shortened sail and hauled up S.W. - run until midnight at and hove to under close reefed maintopsail blowing heavy with rain and a very heavy swell running from S.W. battered hatches, secured boats &c but night - brightening to the S.W.



# Bark Hope On Cruising On Chile

Sunday March 23<sup>rd</sup> 1883

Comes in with a heavy gale from the W. and squally weather. Ship lying to under close reefed maintopsail with a very heavy swell running from S.W. and another from N.W. - heavy squalls from N.W. In the A.M. put some sail on the ship to steady her, and put her on the N. tack - at 10 bustled the jib. In the P.M. saw the high land to the S. of St. Marys. and also saw a sail we call a whaler standing to the S. under easy sail. We call the sail the John & Wintrop - at sunset wore ship to the S. took a heavy squall from S.W. striking us all aback but doing no other damage than giving us an awful fright - All through the night had heavy squalls with thunder and lightning - nasty weather

Monday March 26<sup>th</sup> 1883

Comes in with a gale from N.W. and very squally weather. Ship lying to under close reefed maintopsail soon after daybreak the weather moderated - made some sail and kept ship N. for Talcahuano. In the A.M. cleared up and came in quite pleasant still very rough - by noon had all sail on the ship - saw the Isle of St. Marys - saw one sail off shore, standing to the N. - at 4 P.M. to N. point of St. Marys Bay, Co. Dist 5 miles - saw the Paps on the Main, near Talcahuano. Winds moderate from N.W. At sunset abreast the Paps, heading N. per compass. - saw a sail to the N. steering in for the land

Tuesday March 27<sup>th</sup> 1883

Comes in with light winds and pleasant weather. Ship steering for Talcahuano Bay. At 12 inside the Bay, stood up and let go anchor in 5 fathoms among the shipping - at 3 P.M. went on shore, taking papers to Consul.



1883

April 9<sup>th</sup> Was informed by Capt. of the Port. that my vessel was detained by the Chilean Govt that I could not send her to sea nor move her.

16 Was arrested by order of Chilean Govt and sent up to Concepcion to jail. but bailed out by two friends on parole of honor for the night and examined by the Judge

17 J. F. Van Ingen gave Bonds for my appearance to answer to a charge for abandoning a seaman on the Island of Juan Fernandez. The same day had been set as the sailing of my vessel. Had shipped men &c

14 J. F. Van Ingen U.S. Consul made Protest against Detention of Bk Hope Co. by Chilean Govt

ee Notes  
same dates 26 Applied by note - after several verbal applications - to J. F. Van Ingen for the clearance of my vessel

28 Again applied by note to J. F. V. I., for the clearance of my vessel The acting consignee

May 8 Applied by note to J. F. Van Ingen as Consul to obtain clearance, or obtain reasons why in writing

10 Dated 9 he answers, in substance The ship being detained by Chilean Govt he can do nothing further neither as consignee nor Consul until the case was decided,

" Applied to Mr. Victor Comou as consignee to obtain clearance. On applying for the same it was denied by the Governor who stated the vessel was detained by superior authority. Also that J. F. Van Ingen had never applied for a clearance of said Bk.

## Memoranda

Salcahuano

1883

May 11

Gave George Ellis, Concepcion a Power of Attorney to obtain libe<sup>ra</sup>nce - Defend suit by Gov't, and to <sup>recover</sup> Damages for Imprisonment and detention of ship - Witnesses -  
 Andrew Jackson and Andrew Reeves

13 Obtained the judges order to the Governor to release my vessel which order I handed to Mr. Victor Lancer

16 Reced word my vessel was released - shipped men &c. - getting ready for sea

17 I was sent for by J. F. Van Ingen at about 5 P.M. who informed me that something must be done right away as security to him as Bondsman, that I must either give him a \$1000 Draft, or deposit oil enough in his hands to cover that amount. This to me as rather troubling to Black-mail, requested a little time for consideration, stating I intended going to Concepcion the next day - would see what I could do and inform him accordingly

18 Took the 12 M train for Concepcion, I to make arrangements for security J. F. Van Ingen by same train to obtain order for my vessels detention

19 Completed shipping crew - hauled vessel down the bay - got most of crew on board - made arrangements to deposit with J. F. Van Ingen \$400 as security with the intention of sending my vessel to sea Monday 21<sup>st</sup> under charge - pro tem - of Daniel Seymour

20 Sunday was informed by Capt of the Port, my vessel was detained by act of Am. Consul - saw him at once - he agrees to release my vessel on my depositing with him \$400 as security which I agreed to



1883

- May 21<sup>st</sup> Deposited with J. H. Van Ingen as security \$400 - Took his receipt for the same - Took balance of beer on board and sent the ship to sea to cruise down the coast Thompson's. Daniel Seymour, Captain. Seymour takes his wife with him
- " " My case came up before the Judge today, the Prosecuting Attorney or Fiscal declared there was no charge against me. On this declaration my lawyer demanded my dismissal at once, but the Judge laid the case aside for five days, from this decision my lawyer appealed
- " 27 Again my case came before the Judge, but he laid it aside again indefinitely
- June 3<sup>rd</sup> Informed J. H. Van Ingen that I proposed taking passage home in Bark Leharott Littlefield but he objected, saying I could not leave for home until this Bonds were cancelled
- 18 Changed Bondsman, from J. H. Van Ingen to Doct. Thos. Crumbell
- 21 Recd from J. H. Van Ingen \$357.73 being the Bal. of the amt. Deposited with him as security for Bondsman. His Bill for services \$42.25 Deposited with Doct. Crumbell as security \$200
- 27 Leave Talcahuano for home, via Panama











I have to complain of the part that John F. Van Drogen U.S. Consul, has taken in my affairs. On my arrival in port I presented him with declarations of myself and officers for utter-  
-ation, then to be presented with due explanations to the local authorities, if required. Which had he done all trouble and anxiety and expense would have been avoided; as I am informed by the authorities themselves. Instead he cast them aside, made out others, a part taken from drunken and prejudiced seamen, which were contradictory and weakened the case.

One man, who was considered a simpleton on board, he had taken at great length. The Consul assured me, the local authorities had nothing at all to do with the case, that I need not mind them at all, that it was entirely a Gov't matter. In due time I commenced shipping men and getting ready for sea. The Capt. of the Port applied the second time for information regarding the matter, but being treated with so much indignity incivility and contempt as amounted to insult. He immediately stopped my vessel. myself arrested and put into the common prison. The next day J. F. Van Drogen gave Bonds when he found there were others ready to do the same. I then made an attempt to clear my vessel for sea and applied to J. F. V. Drogen for clearance, but he informed me my vessel could not be cleared. That she was detained by Gov't etc. Having reasons to believe he had not taken the proper steps and that she might be cleared I made my request to him by note, after several verbal ones. Twice by note as Consign-  
-ee and once also by note as Consul, before I could get an answer in writing, but had replied verbally that the Governor refused to dispatch the vessel and refused to give any answer in writing why he would not dis-  
-patch her. The Consul answered my note saying, as he had become Bondsman, he could do nothing more for me, neither as Consignee nor Consul until the case was decided. Finding he would give no assistance but on the contrary advised me to abandon my vessel and throw her on the Gov't's hands, and then put in a heavy claim for damages, I had no idea of abandoning my vessel, but directly applied to another party to obtain her clearance. In two or three days her clearance was obtained. The Governor to whom application was made stated, the Consul had never made applica-  
-tion for the clearance of my vessel, and was informed that had application been made she would have



been cleared long before, I was now fully satisfied that the Consul was trying to detain my ship for his own private purpose. After getting my vessel Despatched I went to work shipping men &c for sea Two days, about 4 P.M. before the intended departure of my vessel, I was sent for by the Consul and informed that my vessel could not go to sea unless I gave him a \$1000 Draft or deposited oil enough to cover that amount, in his hands. At the time of giving Bonds or at any subsequent time <sup>and he</sup> hinted about security I would have satisfied him, but such a proposition coming from him at this late hour struck me with some surprise, and looked a little like Blackmail. I however answered, that as I was going to Concepcion on the morrow would see what could be done and inform him accordingly. The next day he took the same train as myself for Concepcion, I to make arrangements for security he to obtain an order to detain my vessel,

The next day I got balance of my crew on board - hauled my vessel down the bay and agreed with him to make a deposit with him of \$400 as security, not knowing his doings at Concepcion the day before. The next day Sunday I was informed by the Capt. of the Port that my vessel was estopped by the act of Mr. Consul. On Monday I deposited with him the \$400, got my vessel released and sent her away, myself still detained by Govt.

John F. Van Ingen has done all in his power as Consul, and  
Consignee, to detain my vessel, and to annoy and perplex me  
and put me to a great expense. I have reason to believe  
he meant to detain my vessel for the purpose of compelling  
a forced sale, that he may get her into his hands for a  
very small sum. To revenge himself on me for dealing  
with other parties he refused to assist, but took every op-  
portunity to annoy, vex and make expense on my account,  
such is his nature. He has the reputation here where  
he is well known of being malicious, revengeful, never  
forgiving an injury, glorying in anothers misfortunes  
contentious, wrangling, constantly in lawsuits and doing  
the greatest ill or injury to those who have befriended  
him the most. He is neither loved nor feared, only the  
fear of revenge, neither honored nor respected, the only  
respect is for the flag that protects him.

It is said of him, when a ship arrives he goes among the seamen enquiring into all their petty complaints against officers and masters, takes their declarations



which excuses against masters to enforce trade. Provided a master chooses to deal with another party then for revenge comes out the declarations of crew against him or his officers, Those masters who do their sole business with him have no trouble regarding declarations, except in case a dispute arises, but masters who deal with other parties are threatened more or less with declarations and more or less threats are made by the Consul of taking officers out of ships.

This taking of declarations leads to desertion among seamen who would not desert otherwise.

It is also said to be a common practice of his to punish seamen when they thus desert by fine, taking from their advance on reshipping some ten or fifteen dollars.

All through the country, from Talcahuano to Santiago he is known by his mean rascally tricks. never yet have I heard his name mentioned in connexion with honesty and uprightness,

Copy  
 of the Proceeding instituted against Capt. G. B.  
 Borden of Bk. "Hooper On" for violating the Law  
 in flogging and abandoning the Chilean Seaman  
 Romualdo Alcado on the Island of Juan Hernandez.

Commander General of Marine. No. 419  
 Valparaiso March 30<sup>th</sup> 1883. To the Marine Governor of  
 Concepcion. By date of 28<sup>th</sup> inst I spoke as follows:

There lately came into this Port The Am. whaling  
 Bark "Hooper On" on a whaling voyage. Two of the crew  
 One Italian, the other an Ecuadorian, who presented them-  
 selves to me, and proceeded to denounce the inhuman treat-  
 ment of the Capt. on one Chilean Seaman, called Jose,  
 who affirm, that after being barbarously maltreated  
 was put into a boat and put on shore at an uninhabited  
 part of the Island of Juan Hernandez.















Steam Ship Linnar July 17<sup>th</sup> 1883  
Capt. Daniel Seymour  
Bk Hooper, On.

My Dear Capt,

I am now on my way to the U. S. and shall leave this at 3 o'clock for you. I shall also leave word by letter at Montauk, also I have ~~have~~ sent you two letters previously to that place, and am in hopes you will be able to get all I have written to you. I left Valparaiso on the 27<sup>th</sup> of June arrived at Valparaiso on the 30<sup>th</sup> and took steamer immediately for Panama en route home. I hope I may be able to fall in <sup>with</sup> you before reaching P. I shall leave this at 3 o'clock and also another at Montauk, and also one in P. for you.

On your arrival at Panama at the end of the season please Write me the result of your seasons catch, and then write particulars. Write to me at Acushnet, <sup>Mass.</sup> I trust you may be able to fill all your casks before you go into Panama. But hold on, until the last whale leaves the Bay. Peewee Islands are good for whales in Oct. and I shall not expect for you to end the season until the last of that month.

Write me every opportunity you have —

My kindest regards to all your officers and boatsteerers, as also to yourself and loving companions Mrs. Seymour and Sir. Oblige

Yours Most Friendly  
G. B. Borden



Steamer Laimar July 19<sup>th</sup> 1883  
Capt. Daniel Seymour  
Bk. Hope On

My Dear Capt,

I wrote you at Sumbez on the 17<sup>th</sup> inst. and I have also sent you two letters to Manta also. I intend this for Elbarta as we touch there tomorrow morn. I hope you may be able to get all I have written you. The Cape Horn Pigeon is now in sight chasing and boiling. I understand she has thirteen whales. I saw her take one on the 17<sup>th</sup> inst. as we were next entering Sumbez. Her first eleven made only 180 bbls. which I consider small. — I have been in hopes of falling in with you on my way home via Panama. — You will proceed to Panama at the end of the season and ship your oil from there to New York, consigned to me at Acushnet. I hope you will not give up the pursuit after whales until the season is entirely over, say last of Oct. unless you fill all your casks. Which you talked of doing. — On your arrival in Panama please wire me the result of your catch, then write me the particulars, giving me the needs of stores. Provisions &c to fit for another season. I cannot get a fair offer for your catch in Chili. Turnip seed oil is fast taking the place of whale oil. and factories in Valparaiso are now entering largely into its manufacture. It can be put into the market, in large quantities for about one half the present price of whale oil. and doubts are felt, in regard to fitting any more Chilean whalers there being a large stock of whale oil now on hand for which there seems to be a lessening demand at reduced prices. owing to Turnip seed oil.

The last quotation in N.B. is 55¢ for whale 1.05¢ for Sperm and 2.75¢ for Bone. and no doubt the prices will be maintained for some time to come, rather strengthened than otherwise. owing to the increased demand and small stock on hand.

I have some thoughts of fitting the Hope On for the Arctic Ocean. at that seems to be the place for making money. Still if you do well here I should dislike to change. Please give me



me your views in regard to the Arctic in the *Hope*.  
 On — Should she go to the Arctic it will be  
 be necessary to proceed to San Francisco to fit before  
 going there, but we can make all necessary arrange-  
 ments after the Humpback season.

I hope to hear from you often and that you are  
 doing well — Give my regards to all your offic-  
 ers and boatsteerers, as also to kind Mrs. Seymour  
 not forgetting yourself — Write me all the partic-  
 ulars in regard to your ship, crew &c &c  
 and Sir Oblige

Yours Truly  
 G. B. Borden

Steam Ship *Limar*, Panama Bay July 21<sup>st</sup> 1883  
 Antonio Silvia Esq.

Gumbey

Dear Sir

I am on my way to  
 New Bedford from Chili, and am ready to negotiate with  
 you for the sale of *Bk. Hope*, *Ar.* She will be at  
 Panama some time in Oct. following. If you wish to  
 buy the *Bk.* it will be necessary for you to inform  
 me of the same immediately on receipt of this, as  
 I intend fitting her for the Arctic unless sold for pri-

My price, delivered in Panama, as she may be, with  
 all on board, excepting personal effects and catchings  
 is about \$6,000 Am. Gold or its equivalent.

For sufficient inducements would deliver  
 her to you at Gumbey, but it will be neces-  
 sary for you to inform me of your views, previous  
 to my beginning to fit for the Arctic, or making  
 preparations for another year's cruise, as then she  
 will not be sold.

Please write me to Acustanet, Mass. U.S.  
 and Sir Oblige

Yours Most Respectfully  
 G. B. Borden



Steam Ship Lima July 21<sup>st</sup> 1883  
Capt. Daniel Seymour

Old. Br. Hope On

Dear Friend and Capt.

Yesterday we touched at Montevideo and heard of your having been there some five days previous but I could not learn the amount of oil you had taken. Heard of your boiling. I left a letter for you at M<sup>r</sup>. and also one at Buenos Ayres and had previously forwarded two at M<sup>r</sup>. and this I propose leaving at Panama. On your arrival at Panama you will please write me the result of your seasons work, then write particulars, giving me your wants and vessels needs, for another years cruise, also give me your views regarding a cruise in the Arctic.

I have entertained some thoughts of sending the Hope On up there the next coming season if you have not a paying catch.

It will be necessary for you to ship all your catches to New York Consigned to me, at Customs not others. As I have stated in previous letters kerosene oil is fast taking the place of whale oil in Chili and it will be a ruinous affair if we undertake to ship or take our oil there for sale, you will please write me as soon as possible after your arrival in P. that I may supply your needs for another season and not keep you in P. a long time. If you like well enough, please give me the same in writing and I will fit you for an other year. Give my regards to all your officers and boatmen, not forgetting yourself and kind M<sup>r</sup>s. Seymour.

Write often and ever Oblige  
yours Most Respectful  
G. B. Borden



New Bedford Aug 24<sup>th</sup> 1883  
 John Breakneir Esq  
 Panama

Friend Breakneir

I arrived home on the 20<sup>th</sup> inst. all right - I forward my family all well - posted the letters you sent me at Colon from Panama, the postage amounting to \$4. of which I shall make no charge but consider it done as a favor, trusting the favor may be returned, by keeping me posted in regard to the movements of whalers in your port and on your coast, especially those of my vessel Del Bok. Hope On. Anything you may have for publication regarding the movements of whalers, their catch &c - please forward to me, and I will attend to the matter.

Please see that Capt. Seymour wires me his catch immediately on his arrival at your Port. In the meantime should you hear of him or from him as on the coast inform me by mail of the same and be Oblige

Your Friend

G. B. Borden

P.S. Please address

Head of River

New Bedford

Mass.

Yours &c

G. B. B.



New Bedford Aug. 20<sup>th</sup> 1883.  
Capt. D. Seymour.

Bk. "Hope On"

Friend Seymour

I arrived home on the 10<sup>th</sup> of inst. all right, and found my family all well. I need not say they were agreeably surprised, as I had written them of taking passage by sail round Cape Horn, but on account of bad weather at S. the vessel was delayed an unusual length of time, so I came by Steam via Panama. Left Talcahuano on the 27 of June - was six weeks en route.

My case came before the Judge the same day you left S. The Fiscal declared there was no charge against me. My lawyer demanded my instant dismissal, but the Judge laid the matter aside, and so the case now hangs - I am still under Bonds.

My last to you was under date of July 21 & left at Panama. I left one at Mantas and also one at Seaberg & had previously sent two at Mantas, thus making six in all to you since leaving Talcha. I expected one from you at Mantas as I was there five days after you left that place. I could not learn the amt. of oil you had taken but heard of you boiling. I hope however you have been very successful.

In all of my letters I have instructed you to ship oil from Panama. I tried to obtain an offer for oil on the coast but could get nothing better than 50¢ Chilean Cur. We cannot sell oil at that price.

Prices here are rather stiffening - Spm 98¢ Whale 26¢ Bone \$3.50 per lb. all gold. The latest reports from the Arctic fleet gives a catch of 9<sup>whales</sup> and the market here bare of whale oil & Bone.

As I have before written you I have some views of sending the "Hope On" to the Arctic next season - Still if you do well this season and wish to continue another in the "Hope On" I should have no objection. But the ship must be supplied with casks and provisions whichever way she may go - from here if another season Spm W. & H. B. - from San Francisco if to the Arctic. I hope you will give me your views in regard to cruise your earliest opportunity.

Four whales in the Arctic are worth more than you can possibly catch in Spm and H. B. during the entire year. I am strongly in favor of the Arctic, and if you wish to try you should just let me know, and after shipping oil at Panama, you can take the vessel to San Francisco and I will meet you there and we will fit for the Arctic.



Or if you object to this please let me know  
as soon as possible the vessel's needs for another year,  
Sperm & H. B. whaling. I believe the Arctic the only  
whaling ground that pays, & San Francisco the only port.  
Don't forget to write me the full particulars of  
your seasons work and of the vessels needs;

My regards to all your officers Boutsteers & crew  
not forgetting yourself, or kind Mr. Seymour  
and I will ever remain

Your Friend

G. B. Border

P. S. Please address

Head of River

New Bedford

Mass.

yours &c G. B. B.

New Bedford Sept. 6<sup>th</sup> '83

Hon Sir

In compliance with your request I have consulted  
the greater part of the owners of ships visiting Panama. They  
all agree with me, that the prices of oil in place at Panama  
ought not to be rising 40% for whale & 80% for sperm. One  
prominent firm assert they would sooner turn out their oil  
than seamen that pay 38% for whale. Present prices  
are 5% less on whale & 15% less on sperm than one year ago,  
therefore anything over the above prices would be a great  
injustice to owners.

Most Respectfully submitted by

Sir Yours.

G. B. Border

Master & Owner of "Hope On"

Dr. H. S. Loomis

Panama

H. S. L.

New Bedford Sept 7<sup>th</sup> 1883

Antonio Silva Esq.

Sumbez.

Dear Sir

Yours of Aug. 16 wherein you offer \$3,000 Gold for Bk. "Hope On" is at hand

I cannot but you have, at present, the vessel at prices you offer. Have been offered \$6,000 Gold delivered in Valparaiso, but would sell for something less in Panama, as the expense in taking her to Valparaiso, would be considerable.

I do not expect the "Hope On" in Panama until last of Oct. at which time I expect to meet her there. Had your offer been \$5,500 Gold, I would have sold at once. You will have time to answer this if you want the vessel at latter price. As you may, I shall meet me in person in Panama, say, last of Oct. for a fair compensation I will deliver her to you at Sumbez. But if you want the vessel at \$3,000 Gold delivered within two weeks after her arrival in Panama, please cable me immediately.

The "Hope On's" Copper, Anchors, Chains, Sails, Mast, & Rigging, were all in good order when I left the vessel and will be delivered to you the same, with the usual wear and tear, and unusual casualties excepted.

Respectfully Yours

G. B. Borden

Master & Owner of Bk. "Hope On"



New Bedford Sept. 10<sup>th</sup> 1883

Hon. C. A. Logan

San Diego

Hon Sir

Your esteemed favor of June 27<sup>th</sup>, forwarded to Hialeakano, was received by me, on the 8<sup>th</sup> inst. having been forwarded <sup>to the U.S.</sup> by a friend. In my letter to you under date of June 28 I stated; "I and all acquainted with the circumstances, are satisfied; that if John F. Van Drogen had as in duty bound, made the proper explanations, when called on by them by the Capt. of the Port, for their all trouble would have been avoided." The Capt. of the Port assured me that if Consul Van Drogen had given them the proper explanation, he should have forwarded the same immediately to Head quarters and he had no doubt that on presentation of the facts, the complaint would be withdrawn or not <sup>be</sup> pressed. so if I am in error it is a very reasonable one.

Soon after presenting you the papers relating to my case with the Court, I realized it was necessary for you to retain them, and on the strength of this I obtained other copies of the case from those on file at Concepcion. I thank you kindly for the <sup>privilege</sup> of obtaining copy in your Ser. 1, I also thank you for addressing Government officials on the subject of my release but <sup>up to date</sup> as yet I have no information of <sup>it being</sup> my release. It has indeed been unfortunate for me to be involved in the Chilean Courts. The detention of my vessel and the arrest and imprisonment of myself, were made without provocation, and by these acts my voyage in the Bk. Hope On has been ~~entirely~~ broken up and abandoned, thereby injuring myself and owners to the extent of many thousands of Dollars, I thank you again for your assistance, and for your promise of future assistance in getting me out of my difficulty.

John F. Van Drogen as my Bondsman would not consent for me to leave the country, I became almost destitute. I had no means, to remain and live in a decent and respectable manner without going largely in debt, and pledging my ship, which I believed was the object John F. Van Drogen was striving for. He positively refused me assistance. By changing Bondsman to Post Thomas Humbell of Hialeakano, I had the privilege of leaving the country, I found a friend in the Port, and I beg you <sup>to</sup> refer to him for <sup>any</sup> advice, <sup>you may need</sup> in regard to my case. Please also forward to him the Bk. of the 3<sup>rd</sup> deposited with you for Posting and Sir Will.

Your Obedient Servant,

Master &amp; Agent the "Hope On"

B. Bonden



Mr. Editor

In your issue of Sept 15<sup>th</sup>, your  
Halicakano correspondent, under date of Aug 8<sup>th</sup>, accuses  
me of making false statements in regard to himself,  
relating to the stoppage of bark "Hope On". He does  
not nor cannot deny the statement. "When she was  
ready for sea, she was again estopped by the  
the American Consul, on some frivolous pretext,

In relating the occurrences, he simply and innocently  
admit the facts, of which, he says I have falsely ac-  
cused him.

As the above statement is his great strong point  
at present, pass all others unnoticed,

One peculiarity in your correspondent's letter, is his way  
of closing, as Merchant.

Yours Most Respectfully,  
J. B. Borden

Hall River Sept 21<sup>st</sup> 1883.



New Bedford Sept. 26<sup>th</sup> 1883Henry Schuyler Esq.  
Haleakalana

My Dear Sir &amp; Friend

Your kind letter, under date of July 30<sup>th</sup> has just come to hand. Yours contain two letters, for which receive thanks. I have heard nothing regarding my case, since leaving it. J. A. Van Ingen has put a long piece in the N. B. Standard, saying I have falsely accused him of stopping my vessels, but in explaining he admits the facts. Considerable sport is made about here of his letter. If he is wise he will write no more such statements. In answering his statement through the paper I hold to my statement, and pass all other points and involves as unworthy of notice. I am glad our old friend Capt. Stermans' trade - perhaps that is what vexes J. A. I.

I regard to your order for goods I would say, that I have been in search of a vessel ever since I arrived here but as yet have been unable to find one that suits. The class of vessel I want are very high, and I have the estimate for one to be built which I have forwarded to your place for approval. I have made no move yet toward shipping goods, as I have been expecting to take them out in my own vessel, but as yet have been unable to procure one. I write you for advice regarding shipment. Should you desire immediate shipment please advise me in regard to payment of the same. Should I be coming out in my own vessel, could I make it matter all right with you, as I should expect payment on delivery of the goods. But I find merchants in general are not so liberal. In regard to staves, I find it will be much cheaper - in a p. of freight - to have the casks made up here. Heavy oak staves, cost in New York \$130 x \$185 per 1000 but the freight to Haleakalana is immense. I can get good heavy casks from 54 to 60 in. in length, 44 to 50 in. head - hold 330 to 430 gals, heavy hoops on each end - Good heavy Oak staves for about 8¢ per gal. The freight must in casks will be about one half of staves. The best wood in freight will pay for its weight. The price for lumber, Hardware, Pitch, Tar and Rosin hold about the same as when I left Haleakalana.



Petroleum has advanced, but Provisions have fallen materially. Beef Pork in New York yesterday was quoted  $\$12\frac{1}{2}$  Beef  $\$13$ .

I have received report today from "Hope On" 275 bbls. — I expect to leave here for Panama in about two weeks — John & Winthrop is at Panama with 1,000 Spm, on board. Jane Martin Lines on the coast with 200 bbls Spm & 800 whale. I found my folks all well on my arrival home — was five weeks on the passage from Salcahuano.

Please write me on receipt of this, and inform me particularly about the casks and also about payment.

I can easily fill your orders and ship to Valparaiso so, but it is hard to find a vessel bound direct to Salcahuano. On making a shipment do you desire to have the same covered by Ins, either in part or in full?

Yours Most Respectfully  
G. B. Borden

P. S. The probability is, that J. F. W. H. will soon be recalled — I will do what I can in N. B. to favor your interests will send you statement and Shipping List  
Yours &c  
G. B. B.

New Bedford Sept. 27<sup>th</sup> 1883

John Slater Esq,  
Concepcion

My Dear Sir & Friend

Enclosed please find estimated cost by John W. Howland for a new Schooner. I have no doubt it will exceed your views. but this class of vessels are very high and cannot be bought at a fair figure. They are the only vessels on our coast that pay (3 masted schooners) J. W. H. is an experienced builder — has lately launched a 3 masted schooner of 500 tons proved the fastest on our coast — needs no ballast — and classed for 13 years

I have heard nothing from Salcahuano since leaving there. would be glad to hear about my case in Concepcion — My papers have been sent on to Washington & I am expecting to hear from there soon — Please answer and Oblige

My kindest regards to your Friend

All our friends Messrs. Frembell, Jackson G. B. Borden Wilson & Leach —



New Bedford Sept. 27<sup>th</sup> 1883Andrew Jackson Esq.  
Concepcion

My Dear Friend

I have heard nothing in regard to my case since leaving Talcahuano. I had a letter soon after my arrival home from Mr. Logan written two days after I left S. The promised attention to the case and thought it would soon be settled. About a month ago I wrote to Doct. Trumbell for information, and today I also write to Mr. Elster in regard to a schooner.

I was five weeks on my passage home and found my family all well. Soon after my arrival, saw Hon. Mr. W. Lrapo and put my case into his hands, who has already forwarded papers to Washington. Being warm weather and everybody on vacation, it was not expected much would be done until vacations were over. We are now expecting to hear every day from W. Next month Lrapo goes on to see the President, and I am required to go before the Committee on Claims some time this winter. Lrapo thinks my claim <sup>for \$35,000</sup> good, and I am in hope I may get enough to pay all expenses that I have incurred in the case. I think if Mr. Ellis uses his influence in Santiago we may get a final settlement in a short time. When the case is brought before the Chilean Gov't, it is important for him to urge the matter on as fast as possible. His <sup>in the right direction</sup> influence in Santiago will no doubt expedite matters very much. Please inform him of my views. My kindest regards to all our mutual friends and believe me ever yours fraternally

G. B. Borden

P. S. Please ~~and~~ answer and Oblige

Yours &amp;c

G. B. B.

New Bedford Dec. 24<sup>th</sup> 1853  
Messrs Wm R Grace & Co  
New York

Gentlemen

I have lately received from Henrique Schuyler, Valparaiso, quite a large order for shipment to that Port, consisting in part of large casks (for wine) Iron Hoops Rivets, Cordage, Ship stores, Hard ware, Dry Goods &c, amounting in all to several Thousands of Dollars, for which he proposes to remit Lfts. on N.Y. or England on receipt of Bills of Lading. Can you give me any information in regard to the party's standing, as a responsible merchant? Or would you be willing to fill the order should I give it up to you?

Please answer by return mail and Oblige  
Yours Most Respectfully  
J B Borden



New Bedford Dec 27<sup>th</sup> 1883  
 Henry Schuyler Esqr  
 Talcahuano

Dear Sir

Your favor of Nov 7<sup>th</sup> reached me about a week ago, in which you ordered 50 casks, from 430 to 500 Gals each. The contents of your letter have been particularly noted. I have lost considerable time in trying to get your order filled, but can find no one willing to undertake the shipment of goods with your method of payment. A cooper, of my acquaintance is ready to make the casks as you desire, but wants the cash on delivery of goods. All your orders will be promptly filled on receipt of funds. My funds are now so invested that I cannot think of withdrawing them unless at a fair profit. W<sup>m</sup> R Grace & Co New York are soon to put on a vessel for Talcahuano direct.

With the proper funds for the payment of casks guaranteed the casks would be made and shipped, but no cooper in this city will ship casks to Talcahuano unless payment is guaranteed.

On receipt of funds all your orders shall be promptly filled to the best of my ability. Also any other order you may be pleased to entrust me with. Coopermen here are anxious to secure your trade. They buy their stock for cash and pay cash for their labor consequently, ask cash for their goods.

By remitting direct to me I can fill your orders promptly and no doubt very advantageously to yourself.

Or you may remit and deposit in some one of our Banks subject to my order on presentation of certain Bills of lading covering the shipment & expenses. In such a case Ins. would be effected in some good office on your a/c - the premium paid and the Policy forwarded to you, or an other way you may instruct.

With funds in hand or guaranteed I should endeavor to follow your instructions in all things relating to shipment of goods. It would be immaterial to me whether Drafts were at sight or sixty days, so long as payment is guaranteed.

I have given up all idea of buying a Schooner for the West coast at present as such vessels are fearfully high.

I give you the names of two of our City Banks, in case you wish to make deposits to cover Bills

of Lecting National Bank of Commerce. & H. Tallman Cashier - Mechanics National Bank.  
 & W. Hervey Cashier

My business is done through the Nat. of Commerce  
 consider them reliable honorable and upright in all  
 their business transactions

My Chilean affairs is in very competent hands  
 Thon W. W. Croso of this city and I am in hopes of  
 obtaining redress for the great wrong and injury done me.

In your next please give me all the information  
 you are able to obtain in relation to the Judges deings  
 Give my regards to your fond companion Mrs.  
 Schuyler and your kind children, not forgetting  
 your obliging brother-in-law

Please answer by return mail in regard to order  
 for cash and Payment and Sir Obliged

Yours Most Respectfully  
 G. B. Borden



Chur Bedford Dec. 28<sup>th</sup> 1883 John Brakemeier Esq  
 Panama — Dear Sir — Enclosed please find leaf  
 of your Bill against Back Hope & Co at Panama in Oct.  
 & Nov. 1882. By this you will plainly understand, that  
 the story of my making a Draft, and bringing you money  
 to your store in a Bag, for the purpose of paying your  
 Bill, as you have stated I did, is all bosh! I knew it to be  
 so at the time you made the statement, and you might  
 have known it to had you not allowed your anger and  
 jealousy to overcome your judgement. Had you examin-  
 ed your books, instead of listening to a gossiping mischief  
 maker, you would not have made the accusation you  
 did, nor treated me in such an ungentlemanly manner.

I consider your charge of 3% Coms. on Cash advanced  
 and goods sold by you to me very unjust. You say it  
 is the first time you ever charged the 3% Coms. Before  
 commencing any trade with you you informed me can-  
 didly, that you charged no Coms. I relied on your word.

Why charge me Coms, when you charge it to me others?  
 Or are all liable to be charged with it, at your will and  
 pleasure after you have given them to understand to the contrary.

I trust the explanation of 1882 Bills will be entirely  
 satisfactory, and that you will refund the 3% Coms,  
 unjustly charged, which will be greatly to your advantage.

I have been expecting to hear from you for some time  
 as you informed me in your letter of Nov. 3 you would  
 write me by next mail.

Please answer by return mail and oblige  
 your friend

J. B. Borden

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New Bedford Feb. 18<sup>th</sup> 1884  
 J. H. Hancox Esq.  
 Stonington

Dear Sir

Is the Schooner Express still for sale  
 or do you intend to get a part of her for whaling?

I have understood she has been ashore and is  
 what damaged, Please inform me to what extent,  
 and if it is requisite to take her on the ways for  
 examination, and

— Sir Oblige

Yours Sincerely

J. B. Borden

New Bedford Feb 18<sup>th</sup> 1884  
 John Brakemier

Panama

Dear Sir

Your letter of Dec. 16<sup>th</sup> 1883 directed to me  
 but written for the purpose of giving publicity to your  
 views has just been handed me by your friend Mr.  
 Pierce. If you had intended that letter for  
 me why had you not sent it to me direct instead  
 of sending it to Mr. Pierce who has taken it  
 through to California and back? Your con-  
 duct in this is singular, to say the least.

Your letter so full of denunciations and false  
 accusations resembles more the wild vagaries of  
 a crazy man than an intelligent responsible per-  
 son. Your invectives and reflections are too in-  
 sulting for anything more than a passing remark.

Your letters as such, I burn. Mr. Pierce  
 would have done the same long ago if but for  
 a few figures to be preserved. You say  
 you have to refund me 5% com. on ~~the~~  
 amt. to \$135. I beg your pardon but you  
 are drawing it fine. You are welcome to the  
 amt. as also to a box of Postage of 74¢. But  
 your Bill against Bk Hope & Co. stands recorded  
 as a sample of your method of doing business  
 in Panama. Charging 5% com. for selling  
 your own goods as your Bill shows.

In the matter of our misunderstanding I have  
 remained very quiet, thinking time and silence  
 would do much toward a reconciliation.



I have been ever ready to make every concession but when I am publicly denounced as a liar or words to that effect, then forbearance ceases to become a virtue. I read it, & forgave you the words when spoken in the heat of passion, but when written for publicity it is altogether another thing.

Your method of giving publicity to your accusations against me, is as mean and cowardly as the accusations themselves. Instead of writing to me directly and making your accusations, you pretend to write me, but put the same opened into a third party's hands, for circulation, and when it has gone the rounds through towns cities and States, it is returned to me read and burned.

You have several Capt's as witnesses! Masters and Merchants well know the fact that if you charge one a Comr. of 3% for selling your own goods you will charge the same to others, under the like circumstances — You think of coming to New Bedford in 1884, Should you do so and come in <sup>the</sup> spirit and the feelings of a man

I should be happy to meet you, but if you come in the same revengeful unmasonic spirit as exhibited in your letter I have no particular desire to form your further acquaintance.

Yours Most Respectfully  
G. B. Borden

## Fruit Trees Ordered from Wm. Dwyer,

<u>Pears</u>	6	William's			
	6	tolson's			
	6	Bartlett			
	<u>2</u>	Bushum			
	20		@ 85¢		17.00
<u>Apples</u>	2	Beauwauke			
	6	Duchess of Oldenburg			
	6	Baldwin			
	6	Ben. Davis			
	2	Red Astrakhan			
	<u>2</u>	Stump			
	24		@ 30¢		7.20
<u>Peaches</u>	2	Stump of the river			
	2	Foster			
	6	Early Beatrice			
	2	Early Crawford			
	2	Early Rivers			
	<u>2</u>	Wheatland			
	16		@ 25¢		4.00
<u>Quince</u>	10	Orange			
	10	Champion			
	<u>10</u>	Red Mammoth			
	30		@ 40¢		12.00
<u>Grapes</u>	5	Brighton			
	5	Proclington			
	5	Martha			
	10	Rochester			
	5	Salem			
	10	Wardens Seedling			
	10	Mores Early			
	10	Hartford Prolific			
	10	Concord			
	<u>5</u>	Delaware			
	75		@ 32		24.00
<u>Strawberry</u>	250	Sharpless	@ 1¢		2.50
					\$ 66.70

 May 19<sup>th</sup> - 1884 Order filled. satisfied

New Bedford Mar. 17<sup>th</sup> May. 19<sup>th</sup> Paid 60.00  
 All of the above are to be delivered in April Feb 6, 70





252  
715  
290  
291  
1820 97 25  
20  
172  
172  
172















Talcahuano May 8<sup>th</sup> 1883 } 8, A. M.  
 Hon. J. H. Van Ingen.  
 U. S. Consul

Sir

By note of the 26<sup>th</sup> ult. I requested you as consignee, to obtain, from the proper authorities of this place the clearance or Dispatch for my vessel, Bk "Hope On".

In answer you stated that, the Governor refused to grant the required Dispatch.

On the 28<sup>th</sup> ult. <sup>by note</sup> I requested you as consignee to obtain in writing the reasons for not granting the required Dispatch or clearance.

In answer you stated that the Governor refused, to give in writing, any reasons why he would not clear my vessel Bk "Hope On".

As my vessel is now lying idle at a great expense - my crew dissatisfied by this idleness - earning nothing - my ship receiving damage by storms, and the want of proper care of sails, hull and rigging, <sup>mark to the prejudice of my owners</sup> therefore,

I most earnestly request and beg of you as U. S. Consul and the proper representative, to ask for and demand from the proper authorities, the clearance, for my vessel Bk "Hope On", that she may prosecute her voyage without further delay.

In case of refusal of the proper clearance, I request you to officially demand, in writing, the reasons of such refusal and inform me sir of the same by note, at your earliest opportunity.

and Sir Oblige,

Yours Most Respectfully  
 J. B. Borden

Master Bk, Hope On

Delivered in person at 8 10 A. M.

Present, Capt Edward P. Shivers.

Talcahuano May 8<sup>th</sup> 1883  
 Capt. Wm. Wilson

Friend Wilson

I have by note requested the U.S. Consul, to obtain the clearance of my vessel — have also seen the Governor, and he says, he has nothing at all to do with the matter — that he cannot grant a clearance — that Gov't has not detained my ship, but is detained by other parties. He further says it is very important for me to employ a Lawyer and recommends Las-Casas. I ~~cannot~~ <sup>no longer</sup> depend on the advice of Mr. J. F. Van Ingen,

I leave the selection of a Lawyer to your good judgment and discretion, whom please consult, and push, to obtain the nature of the suit, and what action I ought to take in the matter. The best is the cheapest in the end, and as we have already consulted Mr. Ellis perhaps he will do, unless you have a decided preference for another. Whoever you may choose, make the best arrangement you can, and let him go to work immediately. Will come up any time for consultation or work.

Awaiting your reply in regard to the necessary steps for me to take.

I Sir Remain

Yours Most Truly

G. B. Borden

Talcahuano May 10<sup>th</sup> 1883  
 Hon. C. A. Logan — U.S. Minister

Hon. Sir

J. F. Van Ingen Esq. informs me that he has not heard from you, since my call at Santiago. — As my ship is lying idle, at a great expense, receiving damage by storms — my crew dissatisfied by the sickness — shares in the voyage — earning nothing. the season near at hand in which we have greatly depended for a successful catch, which if we lose, will be a great injury to all interested in the ship or voyage.



Talcahuano May 10<sup>th</sup> 1883  
 Hon. Gen. Logan - U.S. Minister - Santiago  
 Hon. Sir

J. F. Van Ingen Esq. informs me, that he has heard nothing from you, since my visit to Santiago. I have anxiously waited for information, in regard to the proper steps for me to take in getting a clearance for my vessel, which is now lying idle at a great expense and receiving damage, by storms. My crew, dissatisfied by their idleness - sharers of the voyage - earning nothing.

The season is fast approaching in which we have depended for a successful catch, which if we lose, will be a <sup>very</sup> great injury to all interested in the ship or voyage.

Unless my vessel is liberated in time to take this season the voyage <sup>will</sup> must be a ruinous one, and must necessarily be abandoned, which will occasion great loss and injury to crew, officers, myself and owners.

I therefore beg, and implore you to advise, and assist me in obtaining a clearance for my vessel, unjustly detained -

And Sir Oblige

Yours Most Respectfully,  
 G. B. Borden

Master B. H. Hooper On

I have made several applications to Mr. J. F. Van Ingen but he is either unable or unwilling to clear her.

I earnestly solicit your earliest attention to the above  
 And Sir Oblige

Talcahuano May 14<sup>th</sup> 1883

Capt Henry A Howland  
Valparaiso

Dear Friend <sup>J. Howland</sup>

At last I am happy to say my vessel is about to be released. If I understand the <sup>matter</sup> ~~case~~ correctly, no case at all can be found against myself or vessel. — I shall make all due haste to proceed to sea.

Can you make me an offer — per gallon — duty free — for my butchings on the coming Humphreys season. Deliverable in Valparaiso or Iquique — say in Nov? If so please Wire immediately; then write particulars and be obliged

In Friendship

G. B. Borden

P. S. Capt. Seymour will probably go with me the H. B. season — compliments to Hazen & company — their note of 11 inst recd. Yours &c. G. B. B.



Locaj - forwarded

Talcahuano May 27<sup>th</sup> 1883

J. H. J. Doane Esq.

New Bedford

Dear Sir

It is just two months ago today I arrived in this port, and I need not say the time has dragged wearily along.

Last Monday, 21<sup>st</sup> I sent my vessel to sea, under command - pro tem - of Daniel Seymour, as I have already informed you, - Both, Mr. Davis & Barnard are in the vessel, as also Baker Steward and one seaman, these are all that came from home in her, The cooper deserted after obtaining all the money he could get, I cannot speak highly of the conduct of Mr. Davis, as he has a family, but must say that through him, myself and vessel are in this scrape, He thought it hard because I would not put him in command, but I would sooner let her rot in Talcahuana bay, I don't imagine he will go farther than Panama, I offered to discharge him here but he refused to accept it, Mr. Barnard, Baker, and the Steward have conducted themselves very properly, Mr. Barnard though not much of a whalerman is a good officer.

Well I am not yet released from bonds, On the 21<sup>st</sup> inst my case came up before the judge, The Fiscal or Gov't attorney declared, there was no charge, no could there be any charge against me On this declaration my lawyer demanded my instant dismissal, but the judge laid the case aside for five days for further consideration, upon this my lawyer appealed. Yesterday the case came up again before the judge he decided the appeal could not be allowed, and again laid the case aside indefinitely - No charge can be made against me, but for certain reasons the judge hesitates to dismiss, fearing damages for false imprisonment should he grant my dismissal He would do it at once would I compromise for no damages, In case of damages he alone must bear them, as also loss of office and forfeiture of bonds, The vessel's detention is entirely distinct from my imprisonment, The Gov't soon found the mistake and released her - the case for damages is clear and good.

All along the conduct of the Consul has been shameful on landing here two months ago, on the 28<sup>th</sup> of Mar, I gave him the declaration of myself and officers, made at the time of landing the snan, requesting that myself and officers be put on oath to the facts therein stated.

The court the dec. aside - drew up others - incorporating a part of mine - and inserting clauses which weakened the whole thing.



he also without my knowledge called in, and took the declarations of drunken seamen who were prejudiced and incompetent. I requested him after my declarations had been sworn to to present them to the local authorities and make due explanations, in regard to the dangerous character of the man and the distressed condition of my vessel. He assured me from the first the local authorities had nothing at all to do with it, that it was a Gov't affair &c. On the 29<sup>th</sup> the next day, the Capt. of the Port applied to the Consul for an explanation, the Consul answered in writing under the same date, that he should have the facts as soon as they could be obtained. There were on the Consul taking declarations, but neglecting men of standing and character. I commenced shipping men and getting ready for sea - finding the vessel getting ready for sea and no explanations furnished, the Capt. of the Port again applied to the Consul for them. Dressed in his Consular authority plainly told the Capt of the Port to go to h - l - that it was none of his d - n business &c. Then says the Capt. of the Port "I will make it my business" wrote to the Governor of the island, and unless immediate action was taken nothing could be done, as my vessel was getting ready for sea, - orders were issued for my arrest and the detention of my vessel, I was notified that I could not move my vessel, as also the Consul. "not to clear her" both under a heavy fine. Hearing of the order for my arrest avoided it until I made some preparations, then gave myself up to the judge - was taken up to Concepcion and placed inside the prison walls, but soon released on parole of honor of two very kind friends - that night was examined and next day the Consul volunteered bail, on finding I had friends ready for that purpose. All this might have been avoided had the Consul presented my declarations and the necessary explanations to the Capt. of the Port. I am credibly informed of this by not only the Capt. of the Port himself but by almost every Am. resident and Gov't officer here.

Being myself detained, I tried to obtain the clearance of my vessel, and applied to the Consul, he being my consignee, for that purpose, after several verbal applications I applied to him by note, requesting him to obtain the dispatch of my vessel if possible, if not possible, to obtain in writing the reason of her detention. To these notes - Two were



gave me no satisfactory reply, but stated that the Gov't had detained my ship and she could not be released until the decision of the court. I then applied to him as Consul, and demanded ~~in~~ a written answer from the proper authorities showing why my ship was detained.

In answer he replied, that the Governor refused to dispatch my vessel and also refused to give answer in writing why he refused. I then demanded an answer from him in writing to this effect, after hesitating for some time he wrote me your vessel being detained by Gov't yourself under arrest she cannot be released until your case is decided on by the court. Having become your bondsman, can do nothing more for you, neither as Consul nor Consignee until your case is decided.

I then applied to another party to procure the dispatch of my vessel, which was done in a very short time say two days. The Governor stating on application being made to him that J. F. Van Dingen had never applied for her dispatch. I felt assured that on certain conditions my vessel could be dispatched, as the Gov't had no right whatever to detain her. After her release I went to work shipping a crew and getting her ready for sea with the view of sailing on Sat. 19<sup>th</sup> inst. On the 17<sup>th</sup> about 3 P.M. was sent for by J. F. Van Dingen, and informed, that something must be done about bonds - he had given right away. "What do you propose?" I said, "you must give me a \$1000 Draft, or deposit oil enough to cover that amount, he said before your vessel can go to sea. Had he previously hinted, security would have tried to satisfy him, but putting the thing off until this late hour, when my crew were nearly all shipped - a new captain engaged - my ship about ready for sea, and myself to remain to answer to court, savored strong of Blackmail. However I informed him as I intended going to Concepcion on the morrow would see what could be done about security and inform him accordingly. We both went up by the same train - he to detain my vessel and I to arrange for security.

Next day not knowing what he had done, made arrangement for security - to deposit with him \$400 - got my crew on board - hauled my vessel down the bay all ready for sea, and then was informed that my vessel was detained by the act of the Am. Consul.

For the \$400 currency deposited with him - no part do I ever expect to see again - instead of \$1000



Gold Draft. which he proposed the Consul released my vessel and I sent her to sea. I have reason to believe, that the Consul has been intriguing with a party here to detain my vessel and compel a forced sale — that he uses his official authority, more to advance his merchantile interests than for any other purpose, is too well known.

Instead of giving ~~th~~ me the assistance which he in such cases as mine is in duty bound, and I a right to claim, has done everything in his power to hinder and perplex. First; by his neglect and ignorance. Second; by his incivility to the Capt. of the Port, and Thirdly; by again detaining my vessel after being cleared by Govt all ready for sea. Such conduct on the part of an Am. Consul, who is sent out to facilitate Am. Commerce and protect protect the interests of Am. citizens, is deplorable.

I have long since given up all ideas of obtaining any assistance from our Consul, and shall proceed to Santiago as soon as possible, put my case into his hands Minister Logans hands, and start for home —

Will write you again soon — so advise

Yours Most Respectfully  
G. B. Borden















# Oil Stowed On Board Bark Hope On

Humpback

		1366	- Gals	
144	143	=	69 25½	Aug. 27 <sup>th</sup> 1882
125	163		219 31	Previously
188	340		289 25	Total
238	368			
130	360			

H. B.

		1266	gals	
126	1633 gals	=	51-26½	Aug. 30 <sup>th</sup> 1882
125			289-25	Previously
168			341-20	Total
182				
365				
325				
342				

H. B.

		1266	gals	
342	2017 gals	=	64-02	Sept. 6 <sup>th</sup> 1882
354			341-20	Previously
366			405-22	Total
356				
125				
162				
312				

1266 gals.

144	=	35-17½
125	Remaining on	
125	board Sept 22	
188	1882	
238		
360	ulage - 60	

S. O.

		1365	gals	
372 H	1365 gals	=	49-21½	Stowed Feb. 13 <sup>th</sup> 1883
230 H	Previously		192-19	
320	Total		242-9	
320				
323				

## Memo, of letters forwarded on this voyage

1881  
 Nov. 23 At Brava Cape Verde  
 Mrs. Borden 2  
 Katie Mary Corrie & Bertie Cook 1 - 4  
 Benjamin & Samuel " 1 2  
 J. H. J. Foane 1

Dec. 21 By ship  
 Mrs. Borden 2  
 Bertie 1

1882  
 Jan 5 At New Island Fathlun 2  
 Mrs. Borden 2

Feb. 2 Mocka  
 Mrs. Borden 2  
 Samuel 1 Benjamin 1 2  
 " 25 Mrs. Borden 1 Samuel 1 2



Oil stowed down on Board Bark Hope Am,

<u>322</u>	<u>275</u>	} = 3382 Gals =	66 1/2	107 1/2	Stowed in Main hold Feb. 13 <sup>th</sup> 1882
327 H	334 H				
350 H	314 H				
330 H	314				
332	314				
	<u>170 H</u>				
1661	1721				

<u>143</u>	<u>262</u>	} = 2685 gals. = 85 Bbls. & 7 1/2 gals	Stowed Aug. 3 <sup>rd</sup>	
125	255 H		Previously 107 " 11 1/2	in fore & main hold
319	255 H		Total 192 " 19 "	
360	360 H			
362	183 H			
1312	1373			

Thompson

340	355	3329 Gals. =	105 1/2	26 1/2 gals,	Stowed July 19 <sup>th</sup> 1882
354	339				
354	374				
285	353				
288	285				
1622	1707				

336 N. B.

338		Stowed July 28 <sup>th</sup> 1882
674	= 21 Bbls. 12 1/2 Gals.	
	<u>105</u> " <u>26 1/2</u> "	Previously
	127 " 7	Total

342	} N. B.		
364		50 Bbls.	5 Gals. Stowed Aug. 12 <sup>th</sup> 1882
289		<u>127</u> "	7 Previously
300		177 "	12 Total
285			

2827	Gals N. B.	
319	} = 1342 = 42 " 19 Gals. Stowed Aug. 18 <sup>th</sup> 1882	
340		
401		
	<u>177</u> <u>12</u>	Previously
	219 " 31	Total













# THE RATES OF POSTAGE.

Postal cards, one cent each, go without further charge to all parts of the United States and Canada, with an additional one-cent stamp they go to all parts of Europe.

All letters, to all parts of the United States and Canada, 3 cents per half ounce.

Local, or "drop" letters, that is, for the city or town where deposited, 2 cents if delivered by carriers and 1 cent if there is no carrier system.

Printed or miscellaneous matter including transient newspapers, magazines, circulars, pamphlets, hand-bills, book manuscripts with proof sheets, photographs, etc., 1 cent for each two ounces or fractional parts thereof. Seeds, cuttings, bulbs and roots, and merchandise, not exceeding four pounds in weight, 1 cent for each ounce or fraction thereof. The News, weighing one ounce, the postage on irregular numbers is 1 cent each.

Manuscript for publication in books, newspapers, magazines, etc., is subject to letter postage.

Undelivered letters can be resent to a new address without additional charge.

Stamps cut from stamped envelopes are rejected by the postoffice.

Rates on letters and papers to all parts of the New Dominion (Canada) the same as in the United States. Rates for New Foundland, letters 5 cents half oz., 2 cents each paper.

The following are the postal rates with Europe. The rates for letters are half ounce or fraction thereof, and those for newspapers for four ounces or fraction thereof:—

To Great Britain and Ireland, letters 5 cts. newspapers 2 cents; France, letters 5 cents, newspapers 2 cents; Spain, letters 5 cents, newspapers 2 cents; all parts of Germany including Austria, letters 5 cents, newspapers 2 cents; Denmark, letters 5 cents, newspapers 2 cents; Switzerland, letters 5 cents, newspapers 2 cents; Italy, letters 5 cents, newspapers 2 cents; Russia, letters 5 cents, newspapers 2 cents; Norway, letters 5 cents, newspapers 2 cents; Sweden, letters 5 cents, newspapers 2 cents; Turkey, European and Asiatic, letters 5 cents, newspapers 2 cents; Egypt, letters 5 cents, newspapers 2 cents. Prepayment on letters to above places optional.

Postal cards go by the addition of 1 cent.

For Asiatic countries, the half ounce limit for letters, and the four ounce for newspapers, still holding good, the rates are:—

To Australia, letters via San Francisco (except to New South Wales, New Zealand, Queensland and Victoria, which are 12 cents via San Francisco) 5 cents, via Southampton 15 cents, via Brindisi 19 cents, newspapers, via San Francisco 2 cents, via Southampton 6 cents, via Brindisi 6 cents, China letters to Hong Kong, Amoy, Shanghai, Canton, Foo-chow, Macao, and Swatow, 5 cents a half ounce. Newspapers 2 cents each.

Postal cards, 1 cent extra. To the rest of China, letters via San Francisco 5 cents a half ounce, papers 2 cents each, via Southampton, letters 15 cents a half ounce, papers 4 cents each, via Brindisi, 15 cents a half ounce, papers 6 cents each. British, French, Dutch and Portuguese Indies letters 5 cents a half ounce. Newspapers 2 cents each, postal cards 1 cent extra. Japan letters 5 cents a half ounce, papers 2 cents each, postal cards 1 cent extra.

Rates to Peru and Brazil same as to Great Britain. Chili, letters 17 cents a half ounce, newspapers 4 cents each. St. Helena, letters 27 cents a half ounce, newspapers 4 cents each. To Cape of Good Hope, Cape Town and Natal, letters 15 cents a half ounce, newspapers 4 cents each. British, Dutch and French Possessions, letters 5 cents a half ounce, newspapers 2 cents each, postal cards 1 cent extra. Rates to Mexico same as to Great Britain. Panama, letters 5 cents a half ounce, newspapers 2 cents each.

Rates of commission charged for money orders. On Orders not exceeding \$15, —10 cts. Over \$15 and not exceeding \$50, —15 cents. Over \$50 and not exceeding \$100, —20 cents. Over \$100 and not exceeding \$500, —25 cents.

No fraction of cents to be introduced in an order.

United States Treasury Notes or National Bank Notes only received or paid.

Fee for registered letters of any value 10 cents.



